

Navy News

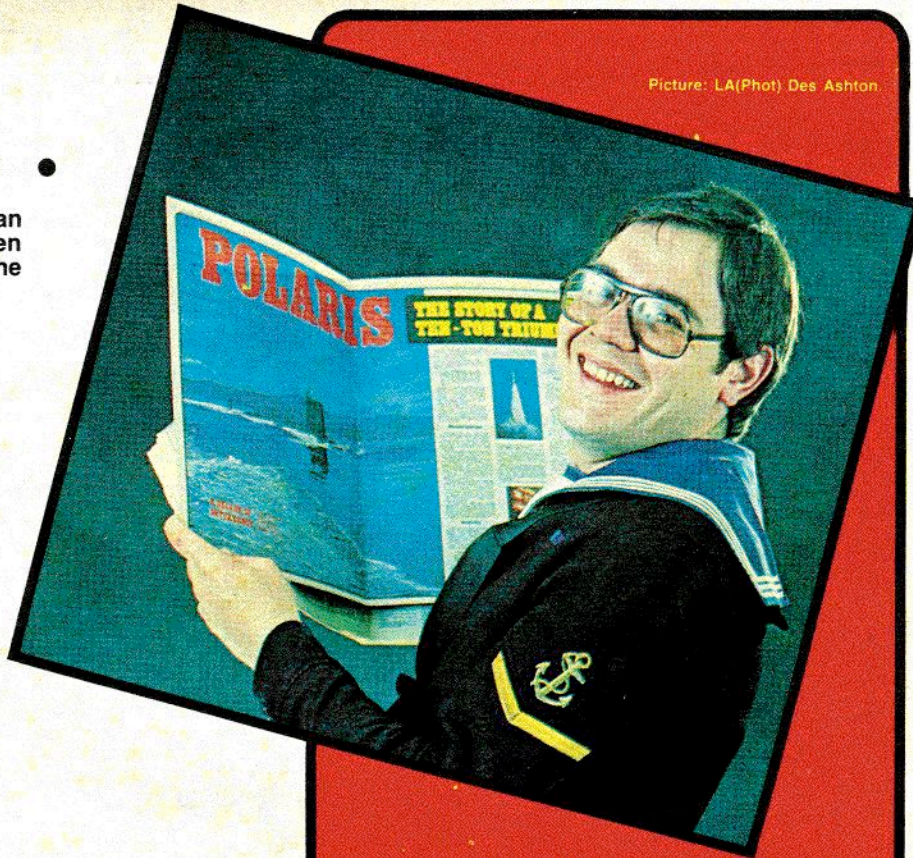
MAY 1979 10p

It's all in the air . . .

Plans for the Navy to test an airship in late summer have been shelved because of damage to the craft in an accident.

The 164ft. long British-built craft was to have been taken to R.N. air station Yeovilton to allow the Fleet Air Arm to become familiar with its handling. Possible future uses are for anti-submarine, fishery protection and oil pollution patrols.

The question of the tests is to be reviewed when the craft is successfully flying again.



Picture: LA(Phot) Des Ashton

BACK ON PAY COURSE

STYLISH!

As Service members calculate their personal budgets in the light of the 24.2 per cent. average pay rise, hopes are now firmly pinned on the award proving an attractive retention incentive until the true comparability target is achieved.

When that will be is not yet known — a year at the latest, possibly sooner.

In its 1979 report, published in mid-April, the Armed Forces Pay Review Body clearly recognized the now well-documented problems including "over-stretch" and serious manpower loss.

In its recommendation the Review Body said, "If the Government were to decide in the light of outside pay evidence generally that some improvement on the commitment could now be made, we would see this as entirely consistent with the spirit of our recommendation last year, when we saw April 1 1980 as the latest acceptable date for the restoration of fully up-to-date military salaries."

Immediate full up-dating would have involved an average increase of 32.5 per cent.

In response, the Government said it would fulfil its undertaking under the "staging" arrangements. This means rises ranging between about 21-29 per cent., leaving a shortfall in many cases of about six or seven per cent.

Said the AFPRB, "Implementation of the 'second stage' increases will undoubtedly do much to restore Servicemen's

● Continued in back page



New look of the Royal Navy at sea and in the air is embodied here in the impressive lines of the newest type of warship, H.M.S. Invincible, and the Service's newest aircraft, the Jetstream T2.

The anti-submarine cruiser, pictured above going to sea on contractor's sea trials, landed a helicopter on her flight deck for the first time on April 24 — and in style! Passengers on the inaugural flight were the First Sea Lord, Admiral Sir Terence Lewin, and his guest, U.S. Navy Chief of Operations, Admiral Thomas B. Hayward.

Admiral Hayward, who was on a seven-day visit to the U.K., took the opportunity to drop in on the Invincible, currently undergoing sea trials off the Clyde.

Admiral Lewin was also one of the first passengers in the Navy's turboprop Jetstream (right), taking over the observer training role from the piston-engined Sea Prince which has served for 25 years. He flew by Jetstream on a visit to the R.N. air station, Culdrose.



Picture of success

Best colour picture award in the British Association of Industrial Editors' 1979 contest has been won by a Navy News centre-spread shot of the Polaris submarine H.M.S. Resolution returning to her Scottish base.

Here LA(Phot) Ray Hodgson, who took the picture from a launch in the outer Clyde area, studies the finished result, which appeared in the August 1978 edition. A black and white shot of "Reso" taken at the same time has already won a runner-up prize in the Navy's Peregrine Trophy contest.

Ray, who is based at Faslane, was a leading writer until three years ago.

A Kodak Limited Trophy for best colour picture was part of a "nap hand" of successes for Navy News in this year's BAIE award list. We won an award of excellence for design and certificates of merit in the classes for large circulation internal newspapers, typography and headlines.

And here are the new rates

For many sailors payment at the new rates, including back pay to April 1, will be made in May.

A few random examples of new daily rates are:

Artificers / Mechanics / Technicians:
Fleet Chief (Career engagement), £20.25.
First class Art / Mech / Tech (Intermediate), £17.99. 3rd class Artificer (Intermediate), £13.18.

Other branches: Fleet Chief (Career), £18.89. CPO (Career / Scale A), £17.29. Petty Officer (Career / Scale B), £15.44. Leading rate (Career / Scale A), £14.43. Able rate (Intermediate / Scale A), £11.38. Able rate (Uncommitted / Scale C), £9.63. Ordinary rate (Uncommitted / Scale B), £8.10.

VARIATIONS

Percentage rises vary, with "Career rate" technical fleet chiefs, chief artificers and 1st class artificers getting 29 per cent., while in non-technical branches fleet chiefs, chiefs and POs receive increases of 26 or 27 per cent., leading rates about 25, and ABs 22.

For officers the range of annual increases is as follows: Captain, £2,306 to £2,729; Commander, £2,086 to £2,331; Lieutenant-Commander, £1,646 to £1,975; Lieutenant, £1,222 to £1,480; Sub-Lieutenant, £738-£1,030.

Some examples of the new rates (with percentage increases in brackets): Captain (after six

● Continued in back page

Mmmmm! . . . What's cooking in the galleys?

NAVY CHEFS WIN A FEAST OF AWARDS!

Royal Navy chefs have dished up a spectacular success for the Senior Service at one of Britain's top cooking competitions. A team of 28 Navy cooks walked off with no fewer than 42 awards, including seven gold medals, at the bi-annual Torquay Gastronomic Festival. It breaks their previous record score at the Festival by nine.

As well as the golds, the team scooped 14 silver medals, 13 bronze and eight certificates of merit. Leading them to victory was FCPOCK Ken Fraser, senior instructor at the Royal Naval Supply School in H.M.S. Pembroke, Chatham.

The team assembled in H.M.S. Drake where they put in more than two days' preparation for the four-day contest. Specially hired coaches were used to transport the delicate dishes on

the half-hour drive to Torquay's famous Imperial Hotel, where the competition was held.

Only one item — a dish of clotted cream sweet favoured for a gold medal — became a fatal casualty of the journey: it disintegrated and was served up as breakfast for the coach party!

YOUNG COOKS

Naval domination of the Festival was shared by young cooks. Ten of them who entered the competitions for

under-21s won nine awards from 15 exhibits.

And although a large part of the team was formed by cookery instructors from H.M.S. Pembroke, many winners were from other establishments and ships. Submarine rating LCK Pete Taylor of H.M.S. Olympus took a gold at his first attempt at competition work, while POCK Dave Scott of H.M.S. Falmouth collected a gold, a silver and a certificate of merit.

There was a special mention for the only Wren cook, Sally Barry, who took a certificate of merit in the junior classes.

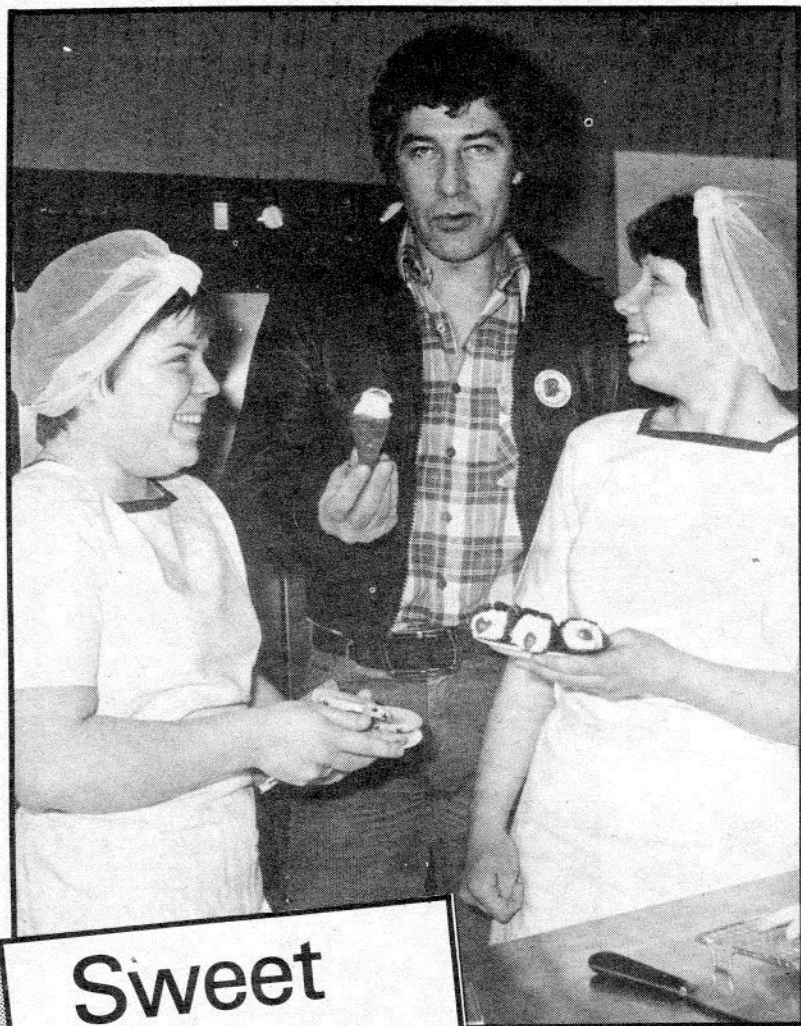
Officer in charge, Lieut.-Cdr. H. G. Harley (Cookery Policy Officer in H.M.S. Pembroke), said he had nothing but praise for the team, who had worked "incredibly hard" to present exhibits of the highest quality.

"It's been a tremendous run for us. We won more than 24 awards at the South East Salon Culinaire at Maidstone last November and the two competitions together show clearly the dedication and high professional skills in the Navy."

WINNERS

Full list of R.N. award winners:

CPOCK Nobby Clarke (R.N.S.S.) — bronze medal and two certificates of merit; POCK Mick Bridger (R.N.S.S.) — gold medal, silver medal, certificate of merit; CPOCK Rod Naylor (R.N.S.S.) — gold, silver, bronze; FCPOCK Ken Fraser (R.N.S.S.) — gold, bronze; POCK Dave Scott (Falmouth) — gold, silver, certificate of merit; POCK Paddy Steenson (Minerva) — two bronze; CPOCK Dave Avery (Bulwark) — silver; CPOCK Joe Mercer (R.N.S.S.) — two silver, certificate of merit; POCK Alan Alvey (Minerva) — bronze; CPOCK John Bathgate (R.N.S.S.) — two silver, certificate of merit; Sergt. Smiler Harvey (R.M., Poole), two silver; LCK Pete Taylor (Olympus) — gold; POCK Tom Rothwell (R.N.S.S.) — bronze; POCK John Page (R.N.S.S.) — silver, two bronze; LCK Tait (Caledonia) — bronze; CK Hetherington (Royal Arthur) — certificate of merit. Junior section: ACK Illott (Dolphin) — two silver; WRENCK Sally Barry (Nelson) — certificate of merit; ACK Wright (R.N.S.S.) — gold, bronze; ACK Fletcher (Sultan) — gold; CK Kirby (Bulwark) — bronze; CK Bassett (Opportune) — silver; ACK Nuttall (R.N.S.S.) — bronze.



Picture: Linda Damerell

Sweet success

Nothing half-baked about the Royal Navy stand at the Ideal Home Exhibition — as Gareth Hunt found when he visited the Olympia display. Gareth, who stars as Gambit in ITV's "The Avengers," is pictured sampling some of the bakery and confectionary produced by ratings from the Central School of Naval Cookery in H.M.S. Pembroke, Chatham.

Earlier Princess Anne was taken on a tour of the stand by Cdr. Robin Jackson, and (right) chatted to some of the ratings.

Major feature of the display was a galley in which the public could watch training — and taste the results. Also on view were about two dozen trophies won by R.N. cooks in nation-wide competitions, including the prestigious Torquay Grand Prix and the Hotelympia Yokohama Cup, Hotelympia's premier trophy.



Picture: Elinor Owen

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

AB(R) Clarke, 11 Mess, H.M.S. Charybdis, drafted H.M.S. Tartar, July, refitting until October 1, then trials. Will swop for any Plymouth base or ship.

SEA (M) N. Jackson, Vanguard Block, H.M.S. Nelson, drafted H.M.S. Kent, June. Will swop for Rosyth shore base or any Rosyth ship.

LCK M. R. King, 3G1 Mess, H.M.S. Intrepid, due to go States, MGD in Autumn, 1979. Foreign deployment most of 1980. Will swop for any shore base Portsmouth area.

Wren RO1 C. L. Gaston, R.N. Air Station Culdrose, ext. 2159. Will swop for any Devonport base.

CK Preece, 846 NAS R.N. air station Yeovilton, drafted CTC Lymington June. Will swop for any Devonport shore base.

ALMEM D McLeod, 4RO/HQ1 Extn, 591, H.M.S. Ark Royal, drafted H.M.S. London October. Will swop for any Plymouth ship.

MEM1 T. Harwood, 127 Mess, H.M.S. Cochrane, drafted H.M.S. Gorkha July. Will swop for any Plymouth or Portsmouth ship or shore establishment.

REM1 N. M. Ellis (TP trained) JR3 H.M.S. Orkney (F.P.S.) Rosyth. Will swop for any frigate or larger ship preferably due foreign deployment.

AB(EW) D. James, 3MS Mess, H.M.S. Sirius home waters most of '79. Will swop any ship going on deployment.

LS(S) J. M. Read, CINCFLEET, Northwood. Drafted H.M.S. Active, August, varied and interesting programme. Will swop for any ship, except Type 21 in home waters. Telephone Northwood 26161 extn. 7134.

LS(R) H. W. Light, H.M.S. Newcastle. Will swop for Faslane, Rosyth shore base or Rosyth ship.

WRENWTR(G) L. Wright, SC office, H.M.S. Nelson, ext. 24265 drafted H.M.S. Warrior, June. Will swop for any Portsmouth establishment.

REM1 Dolan, H.M.S. Forest Moor, extn. 254. Will swop for any frigate due deployment.

AB(M) D. Haggart, BUTEC Kyle of Lochalsh, Ross-shire, drafted H.M.S. Bossington, Portsmouth, August. Will swop for any Devonport ship, preferably H.M.S. Broadsword or any Rosyth frigate.

LOEM Thorhill, c/o E.T. School, H.M.S. Collingwood, drafted H.M.S. Bulwark, June. Will swop for any Portsmouth seagoing ship, preferably GMD.

REM1 Lynn, 3P Mess, H.M.S. Kent, due draft May 21. Will swop for any ship going deployment May.

POCK B. Gilroy, PO's Mess, H.M.S. Osprey, Portland (over six months). Will swop for any Devonport base.

LMEM McMullen, 3K Mess, H.M.S. Scylla, drafted July, H.M.S. Vernon, nine months. Will swop for any shore base Chatham or Inskip.

WrenWTR (G) L. Ball, Commander's Office, H.M.S. Dolphin, drafted H.M.S. Dauntless, June, nine months. Will swop for any Portsmouth establishment or naval base.

LSTD D. L. Barron, 3R Aft Mess, H.M.S. Bristol. Will swop for any Portsmouth ship or shore base.

WRT S. Hayes, Ship's Office, H.M.S. Glasgow, Portsmouth. Will swop for any Chatham ship or H.M.S. Pembroke.

AB(R) J. M. Pawsey, Saints Block, H.M.S. Warrior, Northwood, drafted H.M.S. Mohawk, June. Will swop for Warrior, Whitehall or any London base.

LCMEM P. E. Murphy, Gyro Section, H.M.S. Neptune, telephone Largs 674854 drafted H.M.S. Argonaut, September. Will swop for any Rosyth, Faslane, Chatham ship or shore base.

MEM1 (AMC) S. Wells, Disposal list ships unit Portsmouth, drafted H.M.S. Diomedes, August. Will swop for any ship deploying U.S.A. Telephone: Portsmouth dockyard Extn. 22490.

COP(OPS)(S) P. H. W. Sowdon, H.M.S. Eskimo, drafted H.M.S. Danae, Devonport, June. Will swop for any Portsmouth or Chatham ship.

PO(S) N. P. Linger, c/o CP Staff, Portsmouth Dockyard, drafted H.M.S. Jupiter Devonport. Will swop for any large ship, Portsmouth based.

OEM1 M. Benson, H.M.S. Ark Royal, H.M. Dockyard, Devonport, drafted H.M.S. Tiger, July. Will swop for any shore based or ship in refit Devonport.

MEMN (P) D. F. Jones, CPO's Mess, Eastney Barracks, Portsmouth, drafted H.M.S. London, present. Ship in refit until January in Portsmouth. Will swop for any Plymouth ship.

REM(A) J. J. Weller, Warwick F Mess, H.M.S. Seahawk, R.N.A.S. Culdrose, drafted R.F.A. Fort Austin (824 Naval Air Squadron). Will swop for any Portland / Yeovil or AED Hermes / Bulwark draft.

LS(R) Bryars, Placewood, H.M.S. Dryad, drafted H.M.S. Rothesay, June. Chatham refit until early next year. Will swop for any Portsmouth / Plymouth ship.

LRO G. F. O'Leary, 8 Owen Close, Rowner, Gosport, Hants, drafted to Chatham-based H.M.S. Eskimo, July. Will swop for any Portsmouth ship.

ROSM1 S. Weighill, Commcen, H.M.S. Dolphin, extn. 21241/21242, drafted Faslane (H.M.S. Neptune) over six months from July. Will swop for any U.K. shore base.

ABM D. W. O'Prey, R.N./R.M. Careers Office, 19 Warwick Road, Carlisle, tel. 23958, drafted H.M.S. Caledonia, August. Will swop for any London, Chatham or Portsmouth base.

RO1(G) A. G. Anderson, R.N.A.S. Yeovilton, drafted to Scotland-based H.M.S. Wakeful, July. Will swop for any Portsmouth or Portland ship or establishment.

REM1 N. Clayton, presently at H.M.S. Inskip, Preston (from April 16). Will swop for any Portsmouth establishment.

RO1(T) S. Fleming, Blue Watch, MHQ Pitreavie, Rosyth, drafted H.M.S. Alderney, September, with pre-joining course early July. Will swop for any Portsmouth ship.

OEM1 Cowper, W.E. Office, H.M.S. Ark Royal, Devonport, ship extn. 595/592, drafted to Portsmouth S.F.M.G., July. Will swop for any Plymouth shore base or ship in refit.

SA R. Langley, c/o Cash Clothing Store, H.M.S. Osprey, Portland. About 18 months to serve in Osprey. Will swop for H.M.S. Warrior or H.M.S. President.

OEM1 C. S. Goddard, c/o Buffers Party, H.M.S. Centurion extn. 2585, drafted H.M.S. Brighton, Devonport, two years, August. Will swop for any Portsmouth or Chatham ship, seagoing or refit.

Norfolk nostalgia

H.M.S. Norfolk fitted in two families' days — one in Devonport, the other in Portsmouth — during her busy March programme.

As the ship is based in Portsmouth, the Devonport day was a smaller occasion although very nostalgic for the 50 or so members of the Old Norfolk's Association who travelled from all over the United Kingdom to join the ship.

For many of the Old Norfolks it was the first time they had been to sea in a ship of that name for more than 30 years. Their Norfolk was a heavy cruiser which saw action against the Scharnhorst and the Bismarck during World War II.

BEAUTY CONTEST

Even the bitterly cold, wet and windy weather did not spoil the occasion for the veterans, who had seen it all before on convoy escort to Russia.

More than 700 guests arrived for the second families' outing, from Portsmouth the following day.

An "occasion" of a different nature was held in the Norfolk after a visit to Rouen on the way home from Exercise Springtrain. This was the ship's annual beauty contest.

Each mess entered a "beauty," and Miss Prissilla (RO Ian Sellers) was eventually named "Miss Norfolk" by a panel of judges showing impeccable taste! The judges were the Rev. Wynn Jones, MAA Godfrey Dury, POMEM Dennis Crouch, OEM Stephen Fowler, and the commanding officer, Capt. A. D. Hutton.



JUNO NOOKIE

Nookie got his bearings quickly when he boarded H.M.S. Juno to meet the ship's company who had chosen him as their mascot.

The Portsmouth-based frigate hit on the idea of adopting Nookie Bear when he appeared with his companion, Roger de Courcy, in

pantomime at the Kings Theatre, Southsea, earlier this year.

Members of the ship's company were at the adoption ceremony held on the Juno's flight deck. Nookie is pictured during the ceremony with Roger and the Juno's commanding officer, Commander Michael Bickley.

Films for the Fleet

Two Hollywood lovelies are the central characters in comedy thrillers among films released to the Fleet this month.

Ex-Charlie's Angel Farrah Fawcett-Majors goes on the trail of her spouse's murderer in "Somebody Killed Her Husband." While in "Foul Play" that dumb blonde from the "Laugh-In" days, Goldie Hawn, shows that she's anything but dumb when she tries to foil an assassination attempt — on the Pope!

This month's full list:

Legacy (X) — Katharine Ross, Sam Elliott. Supernatural horror thriller about a young American couple who accept a job in England only to find that a frightening series of events awaits them. Columbia-EMI-Warner No. 618.

Driver (A) — Ryan O'Neal, Bruce Dern. The stunt coordinator and his team are the real stars of this cops-and-robbers tale about the daring and skill of a getaway driver. Columbia-EMI-Warner No. 619.

Foul Play (A) — Goldie Hawn, Chevy Chase, Burgess Meredith, Rachel Roberts, Dudley Moore. Unlikely plot but plenty of action and suspense as Goldie and Chevy wade through a sea of corpses to prevent the crime of the century. CIC No. 620.

Every Which Way But Loose (AA) — Clint Eastwood, Sondra Locke, Geoffrey Lewis, Beverly D'Angelo. Clint as a good-natured truck driver with a profitable sideline in bare-knuckle fighting. Scene-stealer is Clint's pal, Clyde — a fully grown male orang utan. Columbia-EMI-Warner No. 621.

Somebody Killed Her Husband (A) — Farrah Fawcett-Majors, Jeff Bridges. Farrah as an unhappily married housewife and Jeff as the new man in her life. After finding hubby's body they realise they would be prime suspects, so they set out alone to find the real culprit.

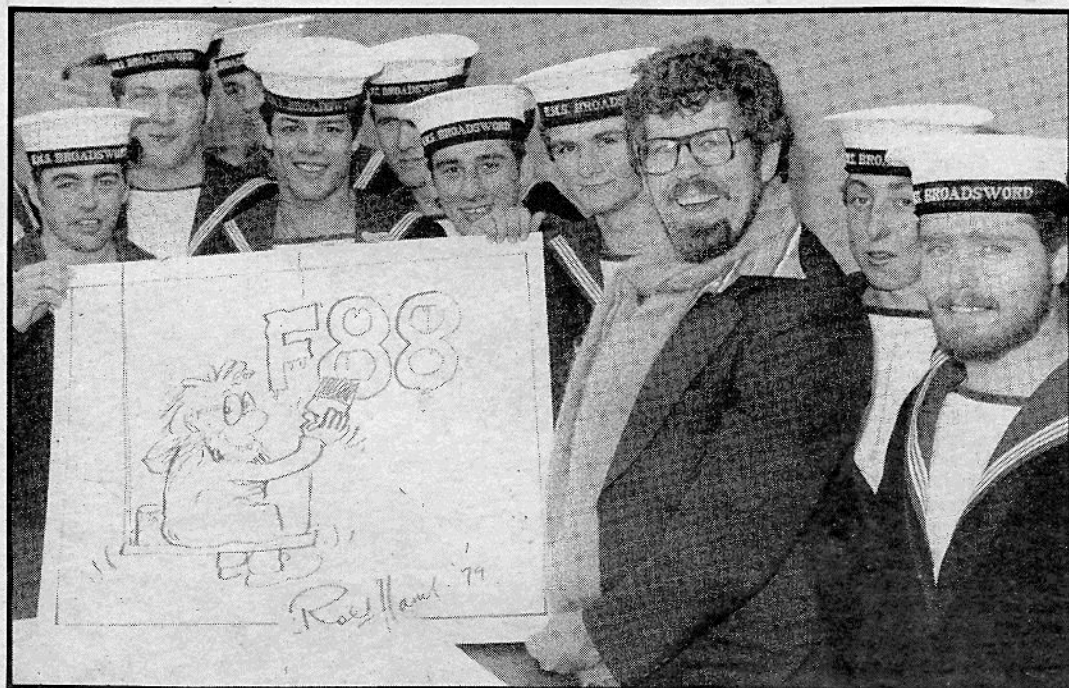
Falling for Jackie!

Meet Jackie Jones, adopted as the pin-up of 41 Commando Royal Marines. Jackie started her tour of duty by showing those lucky lads that she's not just a pretty face ... she asked for, and got, a para jump with the R.M. Freefall Display Team, record holders for a five-man stack. Their verdict on Jackie? ... it's so easy to fall for her.

Picture: PO (Phot)
Bob Pearce



Brush with Broadsword



Entertainer Rolf Harris drew a cartoon — and a crowd of sailor fans — when he visited H.M.S. Broadsword in Plymouth to do some location filming for a B.B.C. television series for children. Rolf's "instant" art was a portrait of himself painting the first Type 22 frigate's pennant number — F88.

Picture: CPO (Phot) Ferris



Farrah Fawcett-Major takes her first major film role in "Somebody Killed Her Husband."

DRAFTY'S CORNER

... So when are WE



"I wanted him for an exhibition but so do they apparently!"

going ashore?

We get many queries in H.M.S. Centurion from seagoers who are concerned about knowing where their next shore job is to be, even though their relief has been nominated for some months.

The reason is that to get in all the PJT courses we have to give nine months' notice of the draft of WE senior ratings to sea, whereas drafting to shore is at the normal three months' notice.

Drafty does appreciate that this leaves six months' waiting time for nail biting. But please be patient; you are not forgotten and at least you will know when you are leaving the ship earlier than those in other branches.

No room

There are virtually the same number of WE apprentices at sea as there are training billets allocated to the WE sub-branch. This leaves practically no room for ships to take extra EMs and so these young men must be taken straight into complement billets.

In the past, REMs have been spending about five months between course completion and joining their first ships, but this situation has now been

improved considerably by reducing their first sea draft to 15 months.

This delay of five months was made up of several factors such as ships being at sea and having no drafting outlet at the time required, men becoming available for draft ex Collingwood in groups rather than in a smooth flow, establishment duty watches over leave periods and such things as exhibitions and parades, particularly around November.

Extension

Despite this, every effort is made to get the men concerned out of H.M.S. Collingwood and into FMGs etc. when necessary, where they can work on equipment applicable to their category before joining their ships.

The relatively short time of the first sea draft is insufficient in many cases for EMs to obtain their PPE for Leading Hand, but should you feel you could make it with a few extra months, and are recommended, then Drafty can often allow this extension on request. The orders are in DCI(RN) T291/74, which although now out of date, will be reissued shortly.

About 80 per cent. of men diverted from general service into submarines are not volunteers, but only a mere handful request to go back to GS afterwards. This says a lot for the advantages to be found in the submarine service, not least of

which are the extra pay and drafting stability.

Anyone wishing to join this very important and expanding arm of the service should forward a C241.

DCI(RN) 1/79 listing the WE to ME transferees has been well received. In general service, disappointments are confined to those who wanted to transfer but could not, whereas in submarines the opposite applies.

The opportunities for transferees to gain full ME charge are detailed in DCI(RN) 163/78 but it is regretted that the course cannot be started immediately due to instructor shortages.

However, every effort is being made to give these men ME training at sea for tick qualifications as soon as possible.

New schemes of complement are being

issued to all units and show both pre and post EBD lines for ease of comparison. The old lines will then be deleted after each unit has changed over responsibilities.

Shortage

It is expected to take a full drafting cycle of about three years to draft every man into a billet commensurate with his new title. In the meantime, it will be necessary for some transferees to complete the odd WE PJT to avoid gaps in equipment knowledge in ships.

The aim is to draft transferees who have been appropriately trained into billets which will then be ready to change to ME as required by the change-over programme.

However, for the time being some WE

ratings earmarked for transfer may continue to find themselves drafted to WE billets because of the shortage of WE ratings.

There has been a levelling off recently in the times spent ashore by the 3 R, C and O categories. In particular, there has been a marked reduction for REA/MNs due to there being a variety of increased commitments at sea coupled with a reduction in the numbers of REA/MNs in the Service. Achieved times ashore are now approximately:

EMs	12-15 months
L/Hands	12 months
POs	15-17 months
Chief Elecs.	23-24 months
OEA/MNs	19 months
CEA/MNs	18 months
REA/MNs	27 months
Chief Arts/MNs	24-30 months

These are turbulent times!

Apprentices may find that they are sometimes through-drafted during their year at sea, causing what might appear to be unnecessary turbulence. This is done to give everyone a chance to work on a wide range of equipments and systems and to

complete their tasks books, and is particularly important if their first ship has a limited weapon fit or goes into refit.

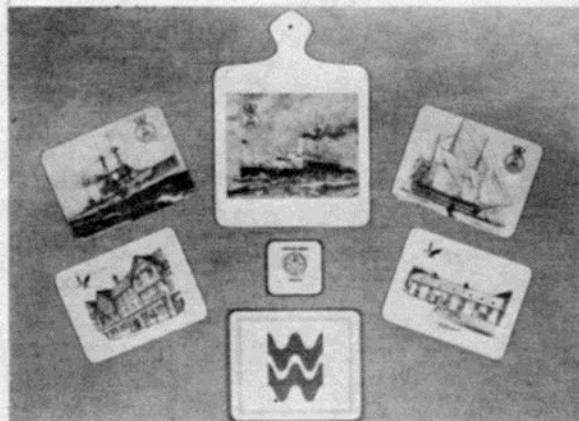
The on-job training load presented to ships' staffs who are already overloaded and lacking in experience is well

understood by Drafty, but the need to start these men up the "learning curve" is overriding.

A careful watch is kept by the drafting desks to ensure that no one ship gets more than its allocated share of trainees and men in their first sea job.

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ACTIVE LINKS WITH LANCS IN CYPRUS

Two low-flying R.A.F. Phantoms gave H.M.S. Active a spectacular welcome to Cyprus at the end of her busy tour of escort duties for the Royal visit to the Gulf states.

While the Active was still 20 miles off Cyprus, the two fighters flew low across the ship to signal the start of four days of inter-Service hospitality.

A feature of the visit was the link between the ship and the 1st Battalion The Queen's Lancashire Regiment, which is the garrison battalion stationed at Episkopi. Ship and regiment share a common bond through the town of Burnley, which has adopted the Active.

Soldiers — and airmen from R.A.F. Akrotiri — opened their homes and messes to the ship's company, while 10 Port Squadron Royal Corps of Transport carried out daily gash, supply and liberty runs, and ferried hundreds of visitors to the Active when she was opened to the public.

Piping Army style is LS Steve Longhurst, who sat in the clarinetist's 'hot seat' during the visit to H.M.S. Active of the Queen's Lancashire Regimental Band. They went on board in their scarlets to entertain the ship's company during the frigate's visit to the British Forces in Cyprus.

Picture: Lance J. Tomlinson



HOSPITAL SCHOOL DINNER

Commodore J. H. Carill of H.M.S. Drake and his wife were the principal guests at Plymouth Branch of the Royal Hospital School Old Boys' Association annual dinner and dance.

SHIPS OF THE ROYAL NAVY

SERVICE — WITH
ALACRITY*Frigate that lives
up to her motto*

It can truly be said of H.M.S. Alacrity that she has lived up to her name — and to her motto "Adiuvare Prospero" ("I hasten to serve"). Last January she hastened to help the German vessel Cargo Liner One, wallowing in a heavy North Sea swell, her engine room and hold flooding.

In gale force winds the frigate launched her Lynx helicopter to airlift LMEM

Grimble, with a spate pump and hoses, to the stricken vessel.

Grimble quickly set the pump running and traced the source of the problem. The water level fell rapidly and he was winched back, leaving the pump in the German ship which proceeded safely to Newcastle.

Since her launching by Lady McKaig in 1974 and her commissioning in July 1977, the Alacrity's programme has comprised trials and exercises, including several weeks at Malta. This year she spent a period as Fleet contingency ship.

only two-thirds the complement of comparable vessels. The large reduction — of about 80 — has resulted in the Alacrity's 11 officers and 160 ratings enjoying better accommodation than they would in any other type of R.N. warship.

There are separate dining halls for senior and junior ratings, a laundry, sickbay and recreational facilities including television, library, sound reproduction equipment and a cinema.

**Dramatic
role . . .**

Spacious

H.M.S. Alacrity (commanding officer Commander A. J. Bannister) is capable of contributing to defence of a convoy, or other forces, against attack by surface ships or submarines. She is able to defend herself against aircraft, missiles or fast patrol boats.

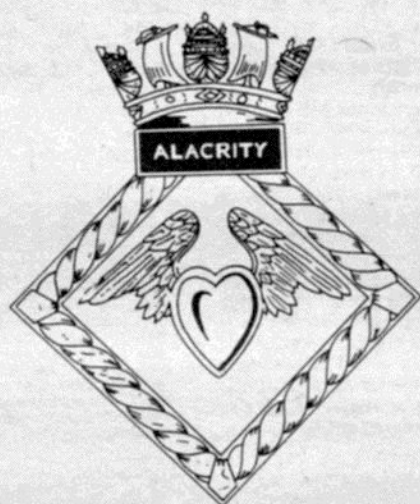
Automation and computerisation have made it possible for the Type 21s to be manned with

There is a sense of the dramatic on board H.M.S. Alacrity: among her links is one with the Mermaid Theatre, London — a ship-stage liaison fostered keenly by the theatre's founder, Lord (formerly Sir Bernard) Miles.

The ship is affiliated, too, to the city of Winchester and the Royal Green Jackets who have their HQ there.

**FACTS AND
FIGURES**

Displacement: 3,250 tons. Length: 384ft. Beam: 41ft. Draught: 19ft. Aircraft: one Lynx Mk 2. Missile launchers: one quadruple Seacat surface-to-air; four Exocet MM35. Guns: one 4.5-inch Mk 8; two 20-mm Oerlikons. Anti-submarine weapons: helicopter-launched torpedoes; six (two triple) torpedo tubes. Propulsion: COGOG arrangement of two Rolls-Royce Olympus gas turbines, 56,000 b.h.p.; two Rolls-Royce Tyne gas turbines for cruising, 8,500 s.h.p.; two shafts, cp, five-bladed propellers. Speed: 32 knots; 18 knots on Tynes. Range: 3,500 miles at 18 knots; 1,200 miles at 30 knots. Complement: accommodation for 192.

**First on
scene
in Korea**

● H.M.S. Alacrity, a Type 21 frigate and (right) her predecessor, a sloop which saw action in the Korean War.

Many retired officers and men — and some still serving — have fond memories of H.M.S. Alacrity's predecessor, believed to be the first R.N. ship to arrive on the Korean War scene, 24 hours after the outbreak.

She was the eighth Alacrity, a 1,400-ton sloop armed with six 4-inch and twelve 20-mm guns. Completed in 1944, she saw much action during the Korean War and earned Battle Honours in 1951-52. She was broken up in 1956.

The other battle Honour for the name was won by the fifth Alacrity (1885-1913), a screw despatch vessel of 1,700 tons. She served as C-in-C's Yacht and took part in the Boxer Wars of 1900.

Pirates

First ship of the name was an 18-gun sloop launched in 1806 and captured by the French five years later. The second Alacrity (1818-1835), a 10-gun brig sloop, destroyed three Greek pirate ships at Psara in 1826; and the third ship was a steam despatch vessel (1856-1864).

Alacrity No. 7 had a strange career, undergoing at least three name changes. She was built as a private yacht, the Margarita, renamed Semiramis and subsequently sold to a Russian princess who renamed her the Mlada.

The vessel was taken over by the Admiralty in 1918 and served on the China Station as H.M.S. Alacrity from 1919 until 1922 when she was handed back to her previous owners.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (£1 per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.60. Albums to hold 64 Navy News postcards are £2.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Avenger, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry

Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hubberton, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun,

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoultan, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Striker, Stromness, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wiltton, Woolaston, Yarmouth, Zest, Zulu.

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Please don't forget . . .

I would like to draw the attention of Service readers to Pembroke House, the RNBT residential home at Gillingham, Kent, for 30-40 aged men of the Royal Navy and Royal Marines.

Units of the Fleet carry out excellent charitable and public relation works in old people's homes and children's wards. I would like to persuade them not to forget Pembroke House at their meetings to discuss projects. We have a good liaison with H.M.S. Pembroke and receive their support in many ventures. However, one area is not covered, and that is contact with the Fleet.

The residents — all in the 70-plus age group — are very conscious of their past and, through the RNBT, their present connections with the Service. There is much that ships and submarines in commission and shore establishments could do to foster this feeling of "belonging."

The home has a large collection of ships' badges, built up since the residence opened in 1952. Is yours included?

On your next visit to Chatham, why not call in and say hello. Ship visits by small parties are most welcome and your Welfare Committee could easily organize one. Do you have a ship/establishment newspaper? Why not send us a copy for the residents to peruse? Decommissioning booklets make interesting reading as well.

So please don't forget Pembroke House. In a few years you might be one of us. — J. T. Edwards, FCMA, Chairman, Management Committee, Pembroke House, 11 Oxford Road, Gillingham, Kent.



Monumental memory

"In Navy News it is reported that a number of ships, including H.M.Y. Britannia, called at Alexandria, where a wreath was laid on the Tomb of the Unknown Sailor."

So wrote Mr. P. F. Sinnott, of Halewood, Liverpool, who goes on to ask: "Would it be possible to see a photograph of this monument? I served in the Mediterranean in the Second World War and lost two ships."

Well, for this reader and, no doubt, many others with memories of the Mediterranean war, Alexandria and the monument, here is the picture, taken by Leading Airman (Phot) Tom Suddes during the passage of the Britannia to Eastern Arabia for the Royal tour earlier this year.

Centre is the wreath-laying party, to the left an Egyptian guard and band and on the right a guard from the frigate H.M.S. Active.

LETTERS TO THE EDITOR

An idea to ease the 'rate-wait'

None rated; none being rated. This seems to be the current phrase from Centurion in answer to questions referring to the prospects of being rated to RS from LRO(G).

The waiting time between rates is now such that I find it increasingly difficult to maintain my earlier enthusiasm, especially when I see the speedy promotion in the electrical and engineering branches. I know many of your readers have the same feeling.

Admittedly, a scale A L/H receives scale A pay, but this in no way offsets the pay and privileges of the full rate.

In the longer term, an excessive wait on the roster could mean the difference in pension rates between chief and PO through no fault of the individual — bar the fact he chose one branch instead of another on joining.

To even out the anomaly of waiting times between branches could a system be devised whereby on being rated PO a bonus is paid? This could take the form of a lump sum or an

increased allowance of scale A pay, payable from the date the rating was fully eligible for the PO's rate, but could not be rated due to lack of billets. — LRO(G). Dunfermline.

● Average waiting time for LRO(G) to RS is at present about four years from basic date. Thirteen other rosters are about the same length and seven are longer, Navy News was told.

Last year 38 LRO(G)s were advanced to RS and it is estimated that about 35 will be advanced this year, although the advancement of re-entries, re-advancements after disrating and a drop of four in the number of RS's allowed in 1979 could reduce this figure.

There are 153 ratings on the RS roster, but roster positions are revised after receipt of half-yearly merit points due on May 31 and November 31 each year. It is, therefore, possible for ratings to be overtaken on the roster by men with higher merit points, so delaying their advancement.

All PO rosters in the ME and WE branches are currently dry — attributable to overall shortages and to numbers extracted for Mechanician training — and men are therefore being rated more quickly in these branches.

The proposal on pay is regarded as something of a "pipe dream," but the suggestion is made that the correspondent's best course would be to submit it under the terms of DCI(RN) 718/78 as a matter of Service or professional concern.

Now, a male ☐ matron?

After reading the article about a WRNS officer becoming the first lieutenant of H.M.S. Mercury, the thought occurred that surely it is now possible for a Medical Services officer to become "matron" of a Royal Naval hospital provided suitably qualified as a State Registered Nurse. — R. W. F. Drew, Queensway, Gibraltar.

Remembering ☐ fallen

Thank you for publishing my letter (January) about the ceremony in ex-Servicemen's clubs of remembering fallen comrades. Will everyone please accept my apologies for any feathers I may have ruffled.

May I also thank all who wrote to me personally enlightening me on the subject. I hope to make individual contact with some. — L. Simmons, Eastbourne, Sussex.

ASSISTANCE TO AUTHORS

Mr. Ray Sturtivant, of 26 Monks Horton Way, Sandpit Lane, St Albans, Herts, writes that he has been commissioned to write a book on Second World War activities of the Fleet Air Arm and would welcome information or reminiscences from former aircrew and base and carrier personnel, together with the loan of photographs.

Worthy of note!

I heard recently on the radio that the Bank of England was to issue a new £50 note and that there were discussions on which historical personage should be portrayed on its reverse. One of the names suggested was Lord Nelson.

As an ardent admirer, I wrote to the Bank saying that in view of his unique services to Britain his right to be on the note was indisputable. The reply stated that "although grateful for my suggestion the choice of Sir Christopher Wren has already been made."

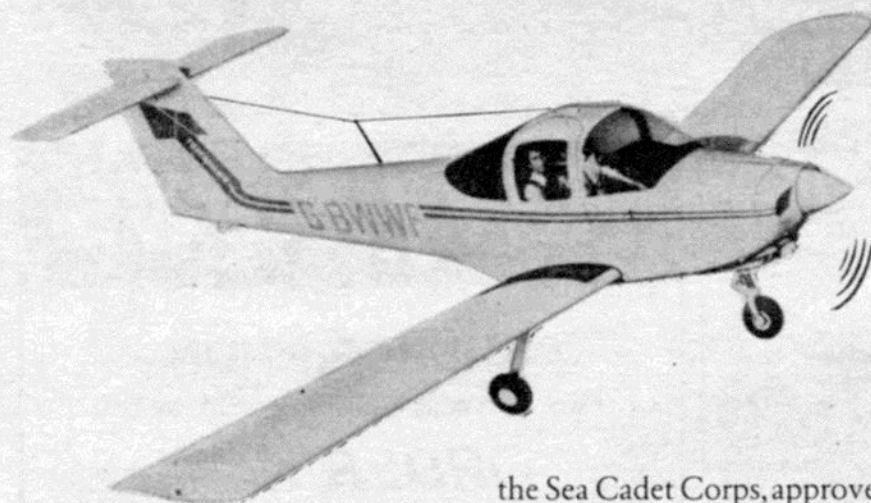
The exclusion of Lord Nelson is extraordinary. It is wrong that, while recognizing the Duke of Wellington's services to his country, they ignore the even greater services displayed by Nelson and the naval supremacy he established.

As the country's survival was due in large measure to the services of both these great men, it seems invidious of the Bank to distinguish only one of them. — Josephine Newman (Miss), Brighton.

No longer ☐ faceless

Having spent a commission in the Persian Gulf some 50 years ago, I was interested in following the Queen's recent tour. I was amazed to see how pretty some of the girls are without their yashmaks. During the whole of my time in the Gulf I never once saw an Arab girl's face. — G. F. Seymour, Waltham Abbey, Essex.

HIGH-LEVEL TRAINING AT LOW-LEVEL COST.



A Royal Navy Flying Scholarship offers young men the highest standards of training by civilian flying club instructors.

You'll be trained in light aircraft like the Piper and the Cessna 150 and after only 9 hours you'll be flying solo.

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the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges and nautical schools.

The Royal Navy Special Flying Award is for young men, between 16 and 23, at any school or university.

Of course, you're under no obligation to join the Royal Navy, but if you would like more information write to this address.

Royal Naval Flying Scholarship Officer, The Department of Naval Recruiting, Old Admiralty Building, Spring Gardens, Whitehall, London SW1A 2BE.

GUZZ CARS POSER

As in civilian life, private motor transport is now an integral part of existence for many sailors. And the similarity with civvy street can be taken a stage further in that sometimes parking space is at a premium near their place of duty.

For instance, from a leading seaman serving in a Plymouth-based frigate comes a plea of "When are they going to do something about lack of parking space for junior rates at Devonport dockyard?"

"At present," he says, "the only safe place for a J.R. to park his car while serving in a Guzz ship is on the reclaimed land in H.M.S. Drake. This is rather a long way to walk for the chap whose ship is tied up in the Albert Gate area or, even worse, down at South Yard."

"The five or six dockyard car parks outside the yard itself do not allow naval personnel to use them, and most roads in the vicinity are 'Resident Permit Holders Only.'"

"A possible suggestion is that part of the Hill 60

car park which is never full to capacity, be made available.

"An overnight duty can be quite costly when vandals have finished with your car which you have had to park in the dimly-lit backstreets of Keyham."

In the short term, Navy News was told, the answer was for car-owning J.R.s (and also S.R.s who cannot park on the Drake parade ground), to park on the reclaimed land — and then catch a bus.

An R.N. mini-bus service (supplemented at peak periods by full-sized coaches) ferries R.N. personnel between Drake and all points en route to South yard and back. Details were given in PLYMTEM 29/79.

The starting point is outside Drake Naafi but, we were told, negotiations could be made to re-site near the reclaimed land car park if support was forthcoming (as mentioned in the PLYMTEM).

In the longer term, large car parks for naval personnel and dockyard employees are planned to be constructed either side of the viaduct north of the Drake reclaimed land car park.

JACK

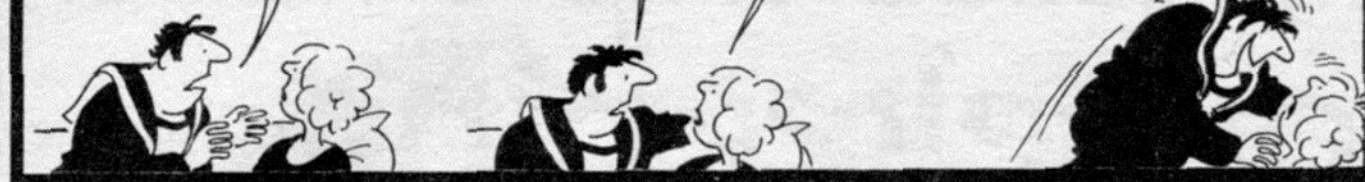
by TUGG

I AM THINKIN' ABOUT YOU! I CAN'T ASK YOU TO MARRY ME! - IT WOULDN'T BE FAIR....

...AT LEAST, NOT UNTIL I'VE GOT MY HOOK!

WHEN WILL THAT BE?

COULD BE TOMORROW!!



MASTERS UP IN ARMS...

Reading the letter "Time up for the Master?" (April) from COEA(O) A. F. Norman probably amused the rest of the Regulating Branch as much as it did me.

One wonders, however, if he intends to carry on with his crusade in outdated title stakes. The scope is limitless, although Admiral Commanding Royal Yachts' reaction might be one to savour.

Personally, I have no objection to being known as that which I have always considered myself to be — a good old-fashioned naval chief petty

officer. After all, I would be able to relax my standards, increase my circle of friends and might even end up with a pay rise to bring me into line with COEA(O) Norman and colleagues.

Until then, us poor Jaunties will have to labour along with our outdated (if revered!) title and wait for the happy day when our feathers are issued. — R. G. McCleary, Master-at-Arms, H.M.S. Cochrane.

It was with utter disgust that I read the suggestion that the title Master-at-Arms, should be changed to Chief Regulating Petty Officer. I hope this was meant as a joke as I, for one, shiver at the very idea. — Philip J. H. Gidding, Ex-CH RPO?, Henbury, Bristol.

'Shabby' jerseys

Following your letter "Dirty dress of the day" (April), why does one see officers, including senior ones, dressed in jerseys when ashore?

They are a common sight in the streets of Portsmouth, where the smart uniforms of the WRNS show up the shabby jersey uniform of the male officers and ratings. — Retired, Southsea, Hants.

● The rules allow R.N. officers and ratings to wear woolly pullovers during normal working hours for purposes like lunchtime visits to the bank, and also to wear them between home and duty. This also applies to WRNS officers. At present WRNS ratings do not have woolly pullovers, but it is hoped to introduce them later in the year.

LETTERS
EXTRA
PAGE 32

TALLY HO!

When ex-naval nurse Carol Boyd wrote from Merseyside asking us to let readers know she had about 60 cap tallies she did not need, we warned her she might get trampled in the rush!

Well, she risked it — and at the last count more than 200 replies had been passed on to her from eager collectors.

Now she writes to say there are no more tallies left. She also thanks everyone for their letters and is not sure she will be able to reply individually — but is going to have a try.

First of the 'photos'

With regard to your article "Wot Phot?" Shipmate Bill Thompson, of Southampton branch R.N.A., and now aged 84, was in the first instruction class of photographers way back in 1919.

He has a fund of stories and anecdotes collected over the years, especially of the time when he served in the flagship of Admiral "Jackie" Fisher. — J. W. Shell, Hamble, Hants.

personnel on their way to Malta, so all three Services took part in the action.

We had an anti-aircraft division on board, formed from crews of close-range weapons. I was one of these and wonder if "Minnie" Spence, Bill Riddell, etc., are still with us. — E. H. Richardson, Torpoint, Cornwall.

As one of the original commissioning party for H.M.S. Manchester, I arrived at Hebburn-on-Tyne to one of the loveliest sights I have ever seen, namely a 9,000-ton ship of the Southampton class painted gleaming white with two buff-coloured funnels.

We steamed for Portsmouth for working-up trials, during which we broke the record for her class with a speed of 36 knots.

The Manchester's war record was unsurpassed. She was indeed my "grey mistress." — E. Rhodes, Todmorden, Lancs.

"Sailing" will not be the theme song at the latter's commissioning. — Peter Spencer (commander, R.N., ret.), Poundsgate, Devon.

It would be a fitting tribute to the people of Manchester if the next Sheffield class destroyer being built could bear that name.

These good people did a marvellous job in keeping the ship supplied with books, magazines, cigarettes and thick woollen garments, the latter being especially appreciated by those on look-out duties in exposed gun positions during the long periods at sea on northern patrol.

The residents would have been proud of their beautiful battle ensign (presented to the ship on commissioning) and flown when the Manchester went into action against the Italian squadron off Cape Spartivento. — A. E. Love (ex-ch. sto.), St Martins, Guernsey, C.I.

Why not an H.M.S. Edinburgh, preferably a Type 42 destroyer? it would be a compliment to the Scottish people, especially when devolution is being discussed with so much vigour.

Of all the guided-missile destroyers within the Fleet at present, or under construction, 14 (including Manchester) bear the English geographical names, two Welsh, two Scottish, and one Irish. Come on, R.N. Names Committee, how about a better deal! — Robert Gowans, Dundee.

In reply to your correspondent's letter for a new warship bearing the name H.M.S. York, it was mentioned recently that the name is that of the Royal Canadian Naval Reserve unit in Montreal.

When we consider how well the R.C.N. ships performed in the Second World War, I feel we cannot begrudge them such a fine name.

The last I saw of H.M.S. York was part of the upper deck and superstructure above the water in Suda Bay, Crete, during the Mediterranean Fleet's summer cruise 1947. — J. Harwood, Leicester.

Having had the luck to serve aboard H.M.S. Manchester I can say she was a good ship — the best as far as I was concerned.

At Spartivento we also had on board troops and Air Force

I was interested to see mention of both H.M.S. Manchester and H.M.S. Ark Royal (March), and as far as the third Ark is concerned, there must be countless seafarers and others who owe their lives to the protection afforded by her squadrons, both in the Med. and elsewhere.

During the passage of a vital convoy from U.K. / Gibraltar to Malta and the Middle East, a numerically stronger enemy fleet threatened the convoy. Close escorts led by the Manchester forced the enemy away at the Battle of Spartivento, November 27, 1940.

The immediate threat to the convoy being over, we returned to protect it, and while doing so were attacked by a force of bombers. Ark was the main target and, although not hit, was straddled by bombs. One G. Snowball wrote a 30-verse ballad about the battle.

While I sincerely hope there will be another Manchester, and am glad there is to be another Ark Royal, I do hope that

I strongly support the letter from Lieut-Cdr. P. Barry (March) protesting at the intention to sacrifice the name Indomitable on the third through-deck cruiser.

That Ark Royal is a famous and glamorous name is not in doubt, but Indomitable (after Illustrious) was surely the most famous Second World War carrier — taking the war as a whole, which the Ark, alas, did not live to see.

As for Ark Royal, no problem. The new Ark should quite obviously be through-decker number four. Hands off Indomitable! — J. Gilbert, Cradley, Herefordshire.

Regarding the disappointment of correspondents with regard to the name filching of Indomitable by Ark Royal, the trend appears to be to give warships place names, though heaven forbid that any captain of the future should be required to commission H.M.S. Greater Humber-side or H.M.S. Tyne and Wear.

Why, I wonder, has no major warship been named King George VI? After all, this well-loved sovereign had great regard for the Royal Navy, and will probably go down in history as the last British monarch to fight in a sea battle (Jutland). — W. Thompson, Elwick, Cleveland.

CAMPION IT UP

Campanology has appealed to Campion. Our item about formation of a Royal Naval Guild of Bellringers, together with cartoon by Smiles, has inspired the following from Plymouth bard Bernard Campion:

BELLES APPEALING

I trust the troops were truly thrilled
By newly founded Naval Guild
Designed to find (so rumour tells)
The types inclined to pulling bells.
And since no ringing team's complete
Without some swinging damsels sweet
I'm glad to see the Guild invites
The Wrens to share these rare delights.
It's said that ringing bells with vigour
Does wonders for the female figure —
Astute researchers have revealed
The bosom swells when bells are pealed,
While compensations swell the hopes
Of cove who copes with rampant ropes;
The Wren who risks it in a skirt
Is forced to keep her wits alert
Each time she bounds beneath the sounds
Of Grandsire Triples, bobs and rounds.
The sights her antics might evoke
Could put the menfolk off their stroke,
While doubtless disconcerted vicars
Would shudder at this show of ticklers...
I therefore venture to advise
The Wren who tries this exercise
To model crinolines or jeans
Or any other gear that screens
Those teasing shows of thighs or hose
The more gymnastic sprites disclose —
Though even jeans, if over-snug,
Could spill the beans at every tug...

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This is no time to worry about whether the wife's got her housekeeping.



Let's face it, the job that you've got is hardly an ordinary one.

And because of it, your financial problems are, probably, a bit out of the ordinary, too.

You could find yourself away from home for very long periods at very short notice. And when you are away you'll have slightly more important things to worry about than how to get the housekeeping to your wife.

That's why you may be interested in a NatWest joint account.

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This means that when you're away from your wife you don't have to make complicated arrangements to get money to her.

As well as a joint account we can provide you with a budget account, standing orders and various other services.

They can be very useful - especially when you're in the Services yourself.

 **NatWest**



Gone are the days when midshipmen were regarded as "the lowest form of life" at sea. But, as these pictures show, the middies are still expected to learn about every aspect of seamanship — from weather analysis to "swabbing" the decks. The photographs were taken in H.M.S. Hermes while she was acting as Dartmouth training ship, carrying 150 midshipmen from the R.N. College. Like Mid. Michael Smallman (left) they were all given a chance to get their bearings on board Britain's largest warship.



Pictures: LA (Phot)
J. B. Sanders

Middies brush-up on sea skill.



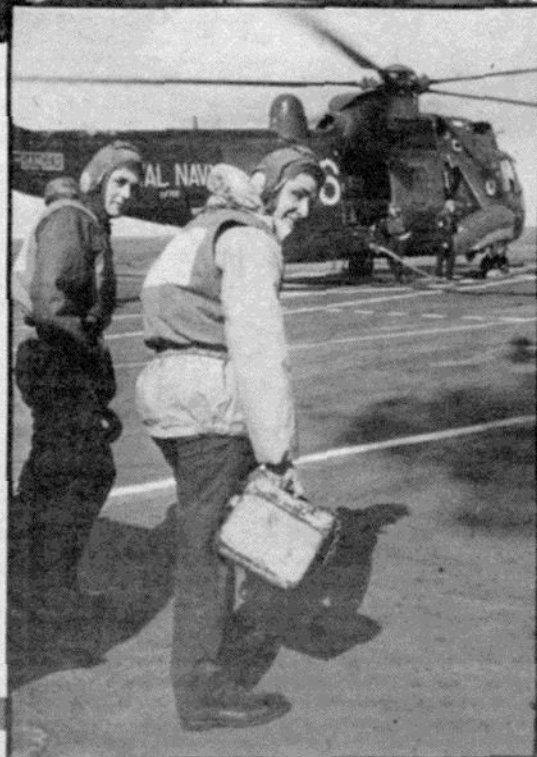
ABOVE: Sweeping task for these four — (from left) Mids. Jon James, Dave Maguire, Steve Plowman and Mike Nation.

LEFT: Keep smiling, even when given the most unenviable chores — that seems to be the message from Mids. Butland and MacDonald.

BOTTOM LEFT: Far more interesting training during the midshipmen's nine weeks on board the Hermes: Mids. Adrian Cassar and Andrew Bishop during their aviation week.

BELOW: Lieut.-Cdr. Martin Nestor explains the met. chart he is analysing to Mid. Neil Harvey.

● Hermes packs her punches — page 23



Play lead Guitar within hours

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Baby Alexander

'joins up' in Ulster

For the first time, a Royal Marines unit is spending a full year's operational tour in Northern Ireland with wives and families.

The residential tour started in March when 600 officers and men of 40 Commando,

with about 80 families, moved from Seaton Barracks, Plymouth, to Shackleton Barracks, Ballykelly, an ex-R.A.F. airfield on the shores of Lough Foyle.

The Commando is operating in support of the R.U.C. in County Londonderry, and although the pace is slower the operations are similar to the tasks undertaken during the more usual four-month tours.

Major difference is the presence of wives and families and already the numbers have been added to by the birth of Alexander Dick, born early in the tour to L/Cpl Alexander Dick and his wife, Susan.

Little Alexander is the first baby to be born into a Royal Marines family serving operationally in Northern Ireland.

Recreational facilities within the barracks are well used by the families and off-duty Marines and so far the tour has proved popular.

With the work challenging and demanding, the presence of families has contributed greatly to the enjoyment of relaxation periods.

THANKS FOR SYMPATHY

Mrs. Donna Veitch would like to thank all friends and neighbours for their help and kindness in her recent bereavement. Special thanks to all in H.M.S. Cochrane.



Alexander Dick, the first Royal Marines baby to be born in Northern Ireland, relaxes in the arms of Nursing Sister Mary Etherington while his mother, Susan, looks on.

Picture: LA(Phot) Mike Beards.

NOW, A DADS' TRAVEL GRANT

Assisted travel to the U.K. is now possible for the Serviceman on an unaccompanied tour overseas to allow him to be present during his wife's confinement. The concession allows him to be reunited with his wife within nine days of the birth.

To qualify, the Serviceman has to be unaccompanied for Service or compassionate reasons. It also depends on him having no entitlement to leave travel from his duty station to the U.K.

Granting of the leave period is a matter for the unit concerned and normally any leave taken would be set against annual entitlement.

The Serviceman has to agree to the prepayment of either 20 per cent. of the cost of the return journey or the first £100, whichever is the smaller.

The concession does not affect existing rules allowing travel at public expense for compassionate reasons when the presence at home of the husband is considered essential.

CHARITY DRIVE



A charity soccer match was one of the methods used by drivers of Albert Road Garage in Devonport naval base to buy gifts for the children's ward at the Royal Naval Hospital, Stonehouse. Later a framed picture and games were presented by Mr. Bill Stevens, from the

garage, to Surg. Capt. J. M. Haughton, medical officer in charge of the hospital. After the presentation they posed with some of the children recovering in B3 ward at the hospital.

EGG-STRASPECIAL

Admission charge to a dance at the Royal Naval Community Centre, St Budeaux, Plymouth, on April 7, was one Easter egg per person.

In all, 72 eggs were collected, and on Easter Sunday morning committee members of the St Budeaux Royal Naval Residents' Association distributed them to a local handicapped children's care unit, Nazareth House Children's Home and the children's wards of the hospitals at Freedom Fields, Greenbank and Stonehouse (R.N.H.).

Children thank rescuers

Children of a class at a Bristol school were so impressed by the story of a rescue from Ben Asdale by 814 Naval Air Squadron that they wrote to the rescuers. Back came a letter thanking them, with two photographs — one of a Sea King helicopter and one of Ben Asdale.

The children were so pleased that they have since written to Jimmy Savile about 814 and have sent the squadron novels "as a way of saying thank you."

Back home

There may have been sadness about the Services' departure from Malta, but at Plymouth came smiles as families were reunited. Here Marine John Lloyd is greeted by his family on return to the U.K. of Salerno Company Group, 41 Commando, R.M.

HOPING TO GET IN TOUCH . . .

During a visit to the United Kingdom this summer, Kitty Hudson, of Vancouver, is hoping to re-establish contact with her brother, ex-PO John Samuel (Jack) West, with whom she has lost touch. Navy News would be willing to pass on any letter from him to her.

Mr. G. J. Cross, formerly Headmaster of Bishop Vesey's Grammar School, Sutton Coldfield, Warwickshire, is trying to get in touch with one of his former pupils, Ian G. Shaw, who served as a PO Writer and left the Navy in the mid-1960s. A letter from Mr. Shaw would be passed on.

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... FOR FAMILIES

Hats
off,
we've
won!

Wives of naval personnel serving in H.M.S. Tamar often meet for weekend sports fixtures. Here it's all smiles from the ladies after a Wardroom v. Harcourt cricket match. On the left is the Wardroom team (hats on) and on the right, with hats off, the winning Harcourt team.

Picture: PO(Phot) James Fletcher.

HELP FOR
THE
'QUICK
WAY'
DRIVERS

Service "weekenders" who find motorways or major roads the quickest way to drive home, even though a few miles longer, should benefit from a new concession.

Where a warrant for short or weekend leave is converted for road travel and the most direct route is more than 175 miles, travel can now be by the quickest route.

Motor mileage allowance at the converted leave rate can be claimed for the actual distance travelled, provided that the direct route mileage is not exceeded by more than 10 per cent.

When travelling
home on leave
is a lottery . . .

The joys and disappointments of the indulgence flight "lottery" are not new to these pages. Resulting from the last piece, there came from Hong Kong a letter from a mother with two sons in the Navy who, in trying their luck at "indulging," are in fact merely arranging transport for normal home leave.

The reader explains that when her husband left the Navy they settled in Hong Kong and were proud that their sons chose the Service as a career. The elder, who joined three years ago, has managed to get one flight "home" from the U.K., but mostly it has been a case of going commercial — and paying.

"In order to re-unite the family occasionally, we recently went three years without a holiday for ourselves.

Not a 'drip'

"The wife who wrote to you may have missed a 'jolly' in the States with her husband, but spare a thought for the man who needs indulgence just to go for normal leave.

"Our youngest boy joined up last November. Now we have two to pay for. I'm afraid Christmas is going to take preference.

"But please don't consider this letter as a 'drip.' Both our children are happy and we'll go on paying to keep it that way."

And for good measure the reader has this to say about Service life: "I would not attempt to denigrate today's advantages at the expense of what we had to suffer years ago. Things have improved beyond imagination. No, let's forget the so-called good old days."

Dipped out

Meanwhile, a letter from Cornwall described graphically the excitement and preparations as mother and daughter were called for an indulgence flight across the Atlantic to meet husband on a seven-month deployment.

At the very last moment they

"dipped out" as the plane had to take on extra fuel because of head winds.

"There were only the two of us, and it was a great big VC10. Would we really make that much difference?" asks a touching plea. "As we headed back from Brize Norton to Swindon, we looked up through the skylight of the coach

... to see the VC10 taking off into the blue, blue sky — without us."

As explained earlier, whatever efforts go into organising the system as fairly as possible, there are going to be disappointments as well as joys about indulgence and there has, alas, to be an element of chance.

A NEW
VIEW
OF THE
'POOL

REA Tom Mellor gives his daughter a sub-mariner's eye view of Liverpool from the periscope of H.M. submarine Onslaught. Tom's wife Hilary and four-year-old daughter Amanda were on the jetty to greet him when the Onslaught arrived for a goodwill visit to the city. The family live at South-sea.

Picture: CPO(Phot) Ben Cartwright.

About that
other poll . . .

In the hurly-burly of the run-up to the General Election, thoughts on another election, due to take place on June 7, have probably taken second place.

On that date, however, the United Kingdom is to elect 81 members to the European Assembly. Constituencies are made up by several U.K. Parliamentary constituencies being added together.

Service personnel and spouses eligible to vote who are overseas or out of home waters on June 7 can vote only by proxy. Those in the U.K. or home waters who cannot vote in person and who wish to exercise a postal vote must complete a F/Vote/35 application to vote by post and forward it to their Electoral Registration officer by May 18.

Those who joined the Navy after October 10 or Reservists absent from home on training, and registered as civilian voters, should apply to their Electoral Registration Officer to be treated as absent voters.

Leaflets describing in outline the European Assembly and the elections are being distributed.

A LORRY RIDE
TO HAPPINESS

Eight-year-old Christopher Midwinter's dream of riding in a lorry has come true, thanks to Naafi staff at Aldershot. Christopher, who is partially disabled, spent the day with his family at Naafi's fresh produce distribution depot in Hampshire's military "capital."

One of the first things he and his 11-year-old brother Nicholas did on arrival was to get into a lorry. Driver Keith Beavers broke his holiday specially to give them a ride to Guildford and back.

The visit to the depot was arranged after another driver, Mr. Harry North, met Christopher at R.N. hospital Haslar.

Said Mr. North, who was delivering fruit to the hospital, "I was feeling a bit depressed, then I saw this little lad looking as cheerful as can be despite his disability. He just made me feel the day was worth living."

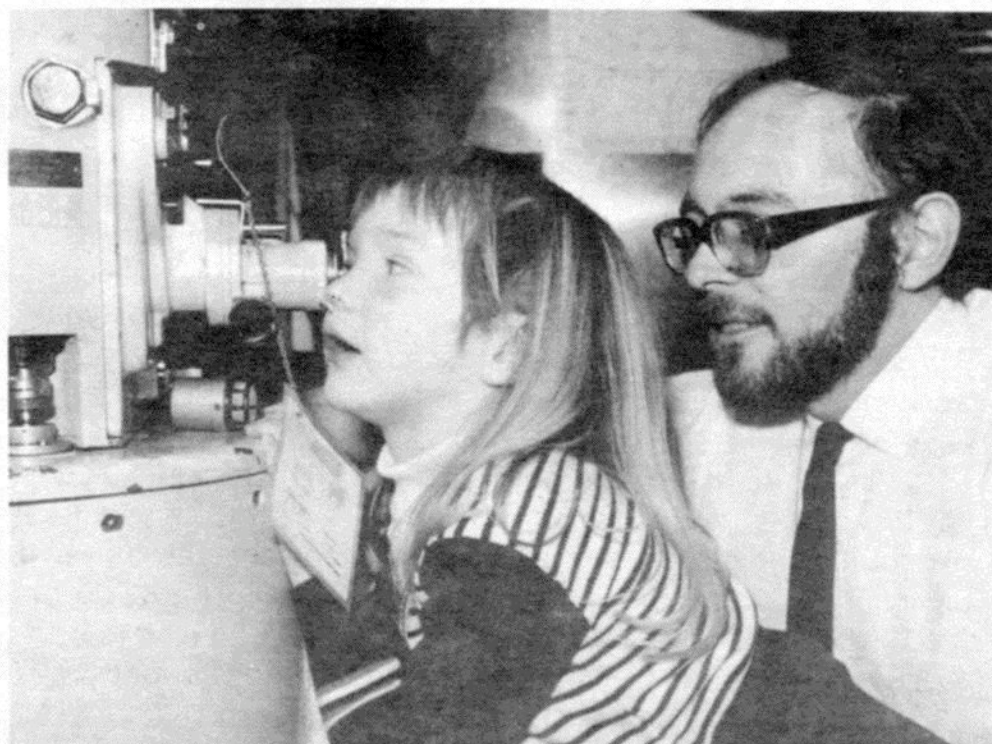
From this developed the visit of the Midwinter family to the Aldershot depot, which maintains a fleet of 58 vehicles and supplies fresh food to 220 Naafi shops, clubs and messing stores throughout southern England.

Dad is Mr. Alan Midwinter, who has just retired as a CPO after 25 years' service.

Nelson hits
jackpot

A grand draw organized by H.M.S. Nelson and a fashion show in aid of King George's Fund for Sailors and the Portsmouth Lord Mayor's Appeal are expected to raise £5,745 to be shared equally between the two charities.

The fashion show, presented by Marks and Spencer, was held in Portsmouth Guildhall.

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TODAY'S CAREERS ADVISERS HAVE TO BE A LITTLE MORE SUBTLE.

They also have to be a good judge of character.

They have to be able to pick out the young lads who are bright, keen and genuinely interested in the Service.

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If you are a FCPO, CPO, WO or C/Sgt RM coming up for retirement, perhaps you would like to continue your naval service as a Careers Adviser.

You'd probably be based in one of over 60 Careers Information Offices.

As well as interviewing young men, you could be involved in local publicity work and liaison with schools and youth organisations.

You'll enter at the same rank that you leave the Fleet, and after three years you could be eligible for promotion to Lieutenant.

It's a responsible job, for as well as selecting new recruits, you must also

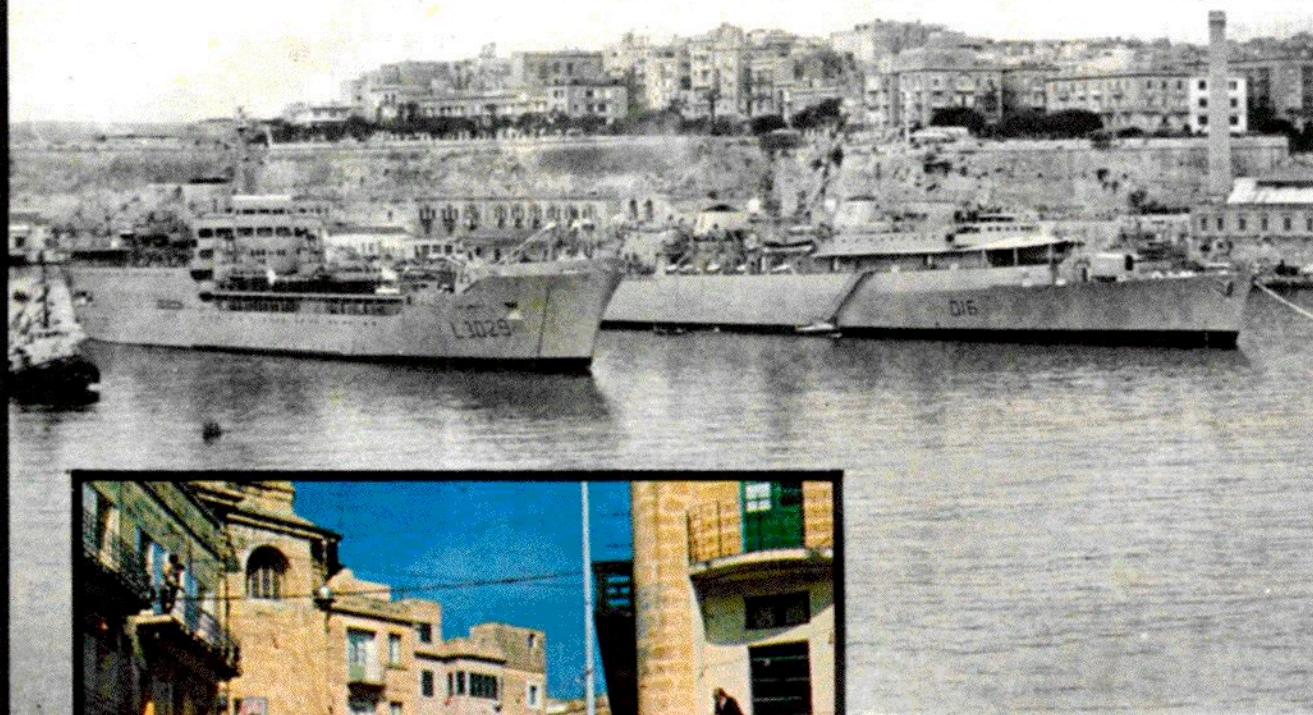
give them an accurate picture of the Service they will be joining.

If you think you're the person to start young men on their new careers, and start on one yourself, details are available in a current DCI.

Alternatively, get an information booklet from your local Resettlement Officer or direct from the Directorate of Naval Recruiting, Room 103 AB(N) OAB, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

ROYAL NAVY AND ROYAL MARINES CAREERS SERVICE

FAREWELL, MALTA



London leaves as band plays Auld Lang Syne

On a cold and blustery Sunday morning, thousands of Maltese lined Grand Harbour to watch departure of the Royal Navy at the end of a British Service presence in the Maltese islands of nearly two centuries.

The moving and spontaneous gesture of the cheering and waving onlookers was reciprocated by Rear-Admiral O. N. A. Cecil from a position high on the departing H.M.S. London.

As Commander British Forces Malta and Flag Officer, Rear-Admiral Cecil had presided over the final rundown of British Forces, leaving as they had come to the island in a spirit of goodwill and friendship.

From the shore cheering, singing, car horns and applause echoed across the water, while on the guided missile destroyer's flight deck the Royal Marines Band played Auld Lang Syne.

Outside the breakwater the ship turned north and fired a 21-gun national salute. From Fort St Elmo, where the President of Malta (Dr. Anton Buttigieg) watched the final

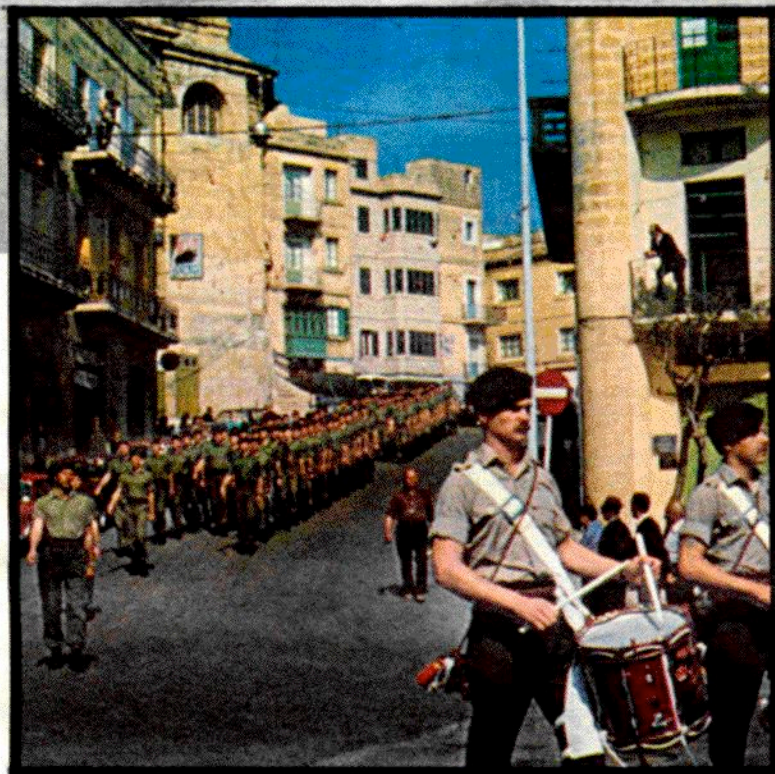
departure, the return salute was fired by the Armed Forces of Malta.

Earlier, LRO David Gilchrist, from the London, had lowered the British flag at the memorial which was dedicated to the departure of the British Forces.

LAST WALTZ

There were many touching moments as the time came for farewells between old friends, and a variety of presentations. To the Scout Troop of St Aloysius College, Rear-Admiral Cecil presented the last White Ensign used on his barge.

The Admiral and the President of Malta jointly wrote a farewell waltz "Parting Song," which was performed publicly.



Above: With Salerno Company Group, 41 Commando, embarked, R.F.A. Sir Lancelot passed H.M.S. London in Grand Harbour on leaving Malta.

Left: Before final departure of British Forces from Malta, Salerno Company Group marched to St Angelo from R.A.F. Luqa, which had been their "home."

HEARTS AND MINDS

Over the years, many a Maltese girl has lost her heart to a Royal Marine. Salerno Company Group of 41 Commando, last representatives of the Corps to serve there, proved no exception as, with their return to the U.K., 11 Maltese wives were coming too.

The history of the Marines and Malta goes back to 1798 when Captain Creswell raised the Union Flag at the Citadel in Gozo. More recently, Major Ian Martin has commanded the

180-strong Salerno Company based at R.A.F. Luqa.

During a week of ceremonial parades marking the departure, the Band of the R.M. Commando Forces Beat Retreat in Palace Square, Valletta, and gave concerts in Valletta and Gozo.

Later members of Salerno Company embarked in R.F.A. Sir Lancelot at Garden Beach, St Angelo, for the return to Devonport.

Sauna the better for Raleigh Wrens!



Sitting pretty in one of H.M.S. Raleigh's newest facilities are Wren TSA Helen Kinson and Wren TSA Annette Saunders.

The sauna beside the swimming pool has been financed by the establishment's Welfare Fund and the Nuffield Trust, and is available throughout the week for trainees, the ship's company and their families. Incidentally, we fell into a Raleigh-Fisgard trap with our high tide picture last month. The headline should have made it clear that the picture was taken at Raleigh.



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BOOKS

WARSHIPS OF THE ROYAL NAVY

Captain John E. Moore RN

Small but beautiful

Despite devastating cuts in our maritime strength, it is consolation to find that a whole book is required to furnish a comprehensive guide to what remains.

WARSHIPS OF THE ROYAL NAVY by Captain John E. Moore, published by MacDonald and Jane's (price £5.95), covers support ships and smaller craft, as well as major vessels. Included is a glossary of the more important weapons and equipment to be seen in the Fleet.

Says Captain Moore: "Although the Royal Navy is no longer a major sea power, it still has an important role to play, and its many fine ships comprise a powerful fighting force."

"The Royal Navy is in strong and capable hands, and it remains for our politicians to acknowledge our maritime needs when the threats from without are greater than they have been for 200 years."

● Book cover shows H.M.S. Glamorgan.

Red admiral tells all — and nothing!

Ah! Revelations! This must be the reaction of most people on picking up *The Sea Power of the State*, by S. G. Gorshkov, Admiral of the Fleet of the Soviet Union and Commander-in-Chief of the Soviet Navy.

Casting aside wonderment at the very idea of such a book getting out to an eager world, the reader will quickly find that it tells all — and nothing.

For those who still cannot believe that even the top brains of the Soviet state can write with burning conviction about the honest and innocent Reds pitted against the Capitalist killers, then Admiral Gorshkov is compulsory reading.

Others who have made their own assessment of international affairs and weighed the known facts will find nothing except confirmation of their worst suspicions.

This man who has built what is about the biggest fleet in the world, or at any rate the biggest fleet in the shortest time, and who has sent it roaming the seas, declares with wide-eyed faith that "the World Ocean is becoming the object of a kind of expansion of imperialist states."

'Hideous'

Admiral Gorshkov says that "imperialism fostered Fascism, its most hideous creation, and in 1941 drove his force against our motherland. The imperialists brought forward as the main force in this struggle the land armies of Hitler Germany. The Soviet army showed itself to be the uncrushable force."

He goes on to say that after the Second World War, imperialism did not put away its weapons, and he denounces the "continued frenzied arms race" of the West.

Discussing the "switch of the centre of gravity to naval forces," the admiral says that the aggressive forces of imperialism are now represented by a bloc of maritime powers possessing powerful naval forces."

Party hack

However, thanks to the all-wise all-seeing Party, and decades of selfless labour by the Soviet people, the ratio of forces in favour of socialism is being changed.

"The Party teaches that as long as there persists imperialism, the aggressive nature of which has not changed, a real danger of the outbreak of a new world war remains."

In page after page of the book there are quotations which would be most apt to cover the walls when nations of the West debate national security.

In the mind of Admiral Gorshkov, Communism is perfection, and all who hinder its expansion are imperialist aggressors. He must be acknowledged to be an outstanding naval strategist, whose deter-



Admiral Gorshkov discusses the 'switch of the centre of gravity to naval forces.'

mination and inspirations have built a challenging maritime strength. Yet he writes like a Party hack in relation to motives and intentions.

That really is the danger of the Soviet mind. To the West they sound so much like a political pamphlet and so little like our own military leaders, that there is difficulty in grasping the fanaticism which directs their actions.

'Ever-growing'

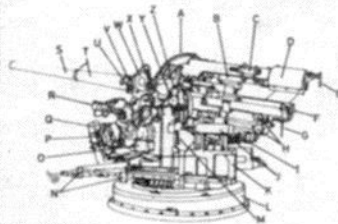
If nothing else is remembered from this book, the following Gorshkov words should be writ large:

"An ever-growing role is being played by Soviet sea power, expressing the real ability of the state to make effective use of the World Ocean in the interests of Communist construction."

And that, of course, is splendid for anyone who believes that the grass is greener where they have walls to keep you in.

● *The Sea Power of the State* is published by Pergamon Press at £15.

Conway Maritime Press



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Peter Hodges and Norman Friedman

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Wonderful men o' war

A love affair with the battleship may sound an unrewarding pastime, but when the statement is made by naval historian Richard Hough it has to be accepted that the relationship has been highly satisfying in its own way.

It is at least part of the reason why he has added another book to his already considerable list, the title being *Man o' War — The Fighting Ship in History* published by J. M. Dent (price £6.50).

Although the same general topic figures generously in libraries full of maritime volumes, the author has pieced together into a pattern 15 studies of the most significant men o' war from Lord Howard of Effingham's Ark Royal to the United States battleship New Jersey.

Same vigour

"Gunboat diplomacy is still with us," he says, pointing to the rise of the Soviet Navy as proof that the importance of the

fighting ship is at least as great as it has ever been.

"Men o' war," he points out, "are being built, counted, assessed, and exercised with the same vigour today as at the beginning of the century and during the Napoleonic wars."

Forthright

With his forthright views on the naval scene, and a style appealing to an established readership, Mr. Hough has produced an abbreviated history of the man o' war and her battles over 400 years, from the galleon to the super-dreadnought.

There are many illustrations, including reproductions of stirring paintings from the collection at the National Maritime Museum.

In brief

In May 1940 the defeated Allied armies assembled on the beaches at Dunkirk while the forces of Hitler Germany held back and apparently allowed them to escape to safety across the Channel.

The mystery surrounding this curious point in history still remains, and not surprisingly, one answer has been found in religion.

Dunkirk — A Miracle of Deliverance, has been written by the Rev. Fred Grossmith, chaplain to Grimsby branch of the Dunkirk Veterans' Association. Publishers are Bachman and Turner (price £5.50, or £1.95 softback).

Hundreds of pictures revive blood-and-sacrifice memories in *The Vietnam War*, written by a team

of 14 authors and published by Salamander Books (price £8.95).

The book has a lurid cover for a lurid subject. Never before had war been so covered by photography and TV, and the book claims to be the first fully illustrated history of battle from 1945 to 1979.

★ ★ ★
Sunstrike is another "Commander Shaw" novel from the prolific pen of Philip McCutchan. This time our hero teams up with one Miss Mandrake to pin down a megalomaniac scientist bent on a course of world domination.

Publishers are Hodder and Stoughton (price £4.95).

Price of victory

When the Americans were licking their wounds after the mauling by the Japanese at Pearl Harbour, the rebuilding of their forces included new marine raider battalions, developed along the lines of the British commandos.

Intelligence about the strength of enemy forces on coral atolls was sparse, so in July 1942, Admiral Chester Nimitz, commander of the U.S. Pacific Fleet, ordered a hit-and-run raid on Makin in the Gilberts group.

That pinprick, however, was felt in Tokyo, and next time the Americans tried a landing, the Japanese preparations and fanaticism cost the attackers dear.

Storm over the Gilberts, by Edwin P. Hoyt, published by Van Nostrand Reinhold (price £6.25) tells the story of the price the Americans had to pay in turning the tide against Japan.

IMAGE OF THE PAST

With a taste of the future

Like an image of the past, British warships stretch in line astern to a misty horizon. There is a timeless quality about the photograph that evokes images of great fleets long gone. But these are today's warships, armed with guided missiles and computer-controlled guns.

The picture was taken by REM Anthony King from H.M.S. Norfolk during Officer of the Watch manoeuvres south-west of Gibraltar. H.M.S. Arrow is the first ship in the line.

The manoeuvres took place during Exercise Springtrain, which gave the Norfolk a taste of being flagship for the forthcoming Group Eight Deployment to the Far East, Australasia and the South Pacific.

FIFE CLOSES UP

As reported in last month's Navy News, the passage of the Springtrain ships through the Bay of Biscay was made in appalling weather. Two merchant ships sank in heavy seas, and the British vessels saved many lives.

POCK John Stratford's picture (left), also taken from the Norfolk, shows H.M.S. Fife closing up to take on supplies during one of the calmer(!) moments of the crossing.

The exercise itself ended with a high seas firing of many missiles of all types. Taking part were H.M. ships Norfolk, Fife, London, Kent, Sheffield, Berwick, Antelope, Aurora, Arrow, Arethusa, Ajax, Ashanti, Ariadne, Jupiter and Charybdis, and the submarines Churchill, Warspite and Odin.



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'Special skill' punishment

Commanding officers of court martials are advised in an official statement that when considering whether offenders of the Regulating Branch or other sideways entry branch should be disrated to a rate in their source branch, they should bear in mind that this may mean removal from a skill for which ratings have volunteered, been fully trained and are well suited.

The return will be to another branch with which they have lost touch, and they may also have to qualify professionally for re-advancement.

The effect of the punishment could, therefore, be more severe in these branches than in others.

In the case of the Regulating Branch, however, the committing of certain offences would show a person to be unfit to remain in that branch.

Ratings in sideways entry branches or categories who are disrated to their source branch or category will be eligible to be considered for re-instatement when re-advanced.

DCI (RN) 123

☆ R.M. candidates

A revised procedure is now in force for the selection of Royal Marines Corps commission candidates. Ranks, whether married or single, serving on regular engagements, are eligible for consideration and should be recommended as candidates as early as possible in their Service careers.

DCI (RN) 216

☆ Scholarships

The Royal Naval Scholarship Fund provides a small number of scholarships (currently averaging £200 per annum) to assist the education of the sons of serving, retired, or deceased officers of the Royal Navy or Royal Marines of the rank of lieutenant or above.

Details may be obtained from The Honorary Secretary, Royal Naval Scholarship Fund, c/o Ministry of Defence, Old Admiralty Building (Room 308A ABS), Whitehall, London, SW1A 2BE.

Officers may become members of the fund on payment of an annual subscription of not less than £5.

DCI (RN) 124

☆ Garelochhead

Volunteers are required for ship's company duties at the summer camp at Garelochhead, the dates being July 3-9 until August 14. After a successful pilot scheme last year restricted to CCF(RN) cadets, this year's camp will be of four weeks duration for both CCF(RN) and Sea Cadet Corps cadets.

DCI (RN) 212

☆ Inventions

For inventions and suggestions, the following awards have been made to naval personnel—

Lieut.-Cdr. J. S. Sproule (£300), Cdr. A. M. D. Milne-Home, Lieut. D. R. Russell, Lieut. M. J. Stevens, AFCEMN M. Seaman, CEA1 B. M. Watts and ACREA D. F. Prime (£250), POREL A. McInnes (£175), CREMN S. Cooper (£175), CREA(A) D. J. Robins (£150), WOII G. A. Parsons (£110), Cpl(T) B. K. Chapman (£110), FCCY E. H. Gilbert (£80), Lieut. R. F. Laney and CPO D. Brown (£80), Lieut. C. Sams (£60), CEMN1 K. A. Crawley (£40), AREMN1 A. A. Knott (£35), Lieut.-Cdr. I. C. Heron-Watson (£35), Radio Supervisor B. G. Evers (£25), REA(A)1 R. J. Howlett (£25), Lieut. R. E. Ward (£25), Lieut.-Cdr. L. G. Glasson (£20), CPO P. I. Wratten (£20), ALMEM K. R. Moore (£15).

DCI (RN) 218

☆ and more inventions

Awards to Ministry of Defence personnel recommended by the Committee on Awards to Inventors include the following—

Lieut.-Cdr. J. S. Sproule (£5,000), Cdr. A. M. D. Milne-Home, Lieut. M. J. Stevens, Lieut. D. R. Russell, AFCEMN M. Seaman, CEA1 B. M. Watts, and ACREA D. F. Prime (£2,000), CREMN S. Cooper (£750), POREL A. McInnes (£750), CREA(A) D. J. Robins (£500), WO II G. A. Parsons (£250), Lieut. C. Sams (£100), OEMN1 K. A. Crawley (£60), AREMN1 A. A. Knott (£50), REA(A)1 R. J. Howlett (£25).

DCI (RN) J 229

☆ Regaining possession!



A quicker and simpler method for the Service owner-occupier to regain possession of his house was mentioned in the March Issue of Navy News, and the official details have now been issued.

The new procedure introduces three ways in which re-possession is speeded up (including provision for claiming arrears of rent).

Service homeowners encountering difficulties in regaining possession are advised to consult a solicitor about the possibility of using the new rules.

DCI (RN) J 184

Making a modular matelot!

Moves are afoot to make sailors in the General Service sub-branches (radar, missile, sonar and electronic warfare) of the Seaman Group better at their jobs.

"Modular training" is being introduced, and this it is believed will "lead to a build-up of expertise, particularly at the senior rate level, and to better standards at sea."

According to the official announcement, modular training has evolved to reduce ineffective training on career courses and to remedy deficiencies in skill and responsibility training of pre-joining training (PJT).

To achieve this, it is directed entirely at a man's next sea draft, and is divided into two parts:

(a) **Basic training module.** The basic training module embraces the training common to all men of a particular rate within a sub-branch, irrespective of the equipment which they will operate at sea. It is principally concerned with such matters as

common procedures, communications, threat and theory.

(b) **Equipment qualification (EQ) training.** During the EQ phase of a man's training he is taught to exercise the skills and responsibilities of his rate on the particular equipment with which he will serve in his next Warfare draft, and on completion of his course he is awarded an EQ (as distinct from an ADQUAL, SQ, etc.). It is important to realise that an EQ, particularly in the missile sub-branch, may cover the field previously embraced by several PJTs.

The new training concept is being introduced progressively into the courses of the sub-branches concerned. Some are already re-designed, and others will be introduced in the next 12 months.

Levels of training involved in

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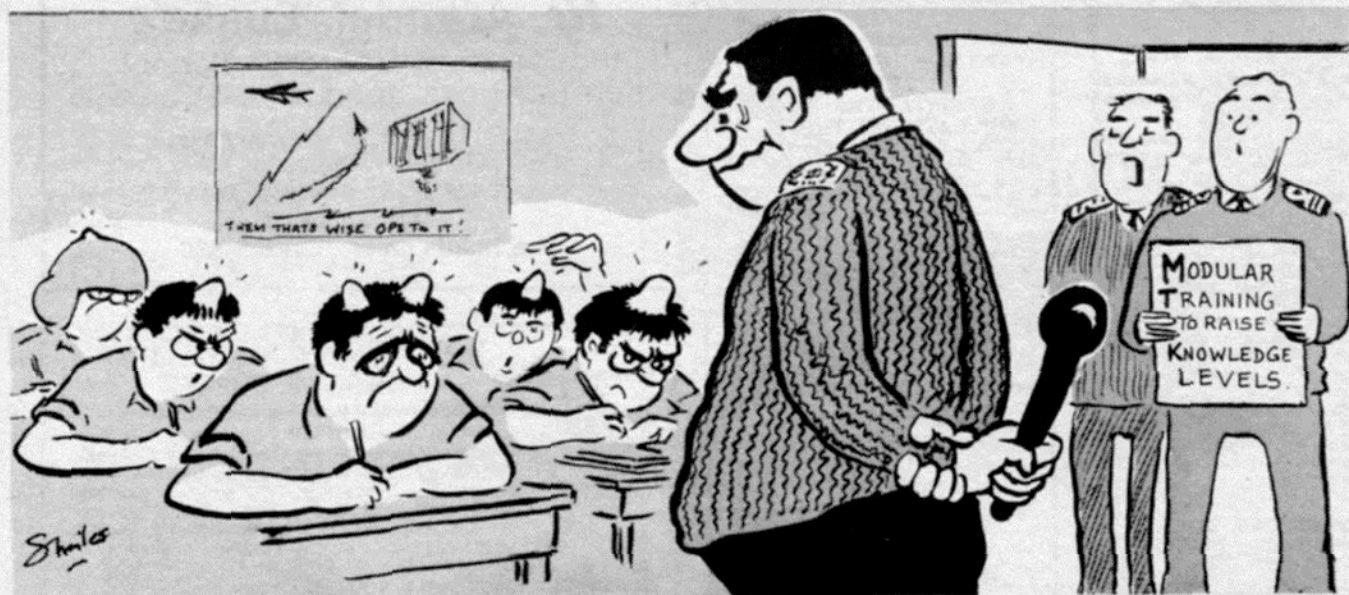
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(CAPITAL LETTERS PLEASE)

NVN

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.



"He prefers the old-fashioned Nodular Training to raise knowledge bumps!"

this timescale are: (a) PO(Radar), LS(Radar) and Seaman(Radar). (b) PO(Missile) and LS(Missile). (c) PO(EW), LS(EW) and Seaman(EW). (d) PO(Sonar).

All ratings will complete the basic course as part of their professional qualifying course. For the radar, sonar, and EW sub-branches, this will be followed immediately by an EQ course, and such men will not be eligible for confirmation in the higher rate until the EQ has been completed.

Because of the length of their basic training, and the wide variety of EQs, and since some PO(M) may not undergo their EQ courses until some months after completing basic training, LS(M) and PO(M) will be deemed to have completed the professional qualifying course in

their sub-branch field on completion of the basic training module.

Men will be drafted wherever possible by their EQs. However, consideration of preference drafting, equal advancement prospects, and the changing nature of the Fleet-fit will mean that some men will have to convert from one EQ to another, especially as it is intended that the introduction of modular training should not adversely affect any man's advancement chances.

In order to cater for men converting from one stream to another, the same EQ courses will be applicable to men completing their career courses and to those drafted to sea in the same rate, having previously been trained on other equipment.

DCI (RN) 190

☆ Horsemen



"Bit of pre-course instruction, Sir!"

A sailor on a horse is no longer a rarity, but merely an example of the varied recreational opportunities now open.

Budding Clint Eastwoods may like to know that equitation courses are available for students of all ranks from all three Services, and that in the case of the Royal Navy, the necessary pre-course instruction is also available.

Those interested should apply to "Hon. Secretary, R.N. Saddle Club, Office of DCBS(OR) Ministry of Defence, Main Building, Whitehall, London, SW1A 2HB."

DCI (RN) J 182

☆ Wimbledon

Anyone for tennis? You could earn £14 a day subsistence allowance, as well as see top-class play, if you are chosen as a seating steward at Wimbledon from June 25-July 7. Volunteers should ask their Divisional Officer for details or consult the announcement.

DCI (RN) 262

☆ Illegal tender

All who keep their money under the bed should be aware that £1 notes of the series first issued on March 17, 1960, and £10 notes of the series issued on February 21, 1964 will cease to be legal tender on May 31, 1979.

The £1 notes being withdrawn have a Britannia on the reverse, and the £10 notes have a heraldic lion on the reverse.

DCI (RN) J 228

☆ Kit rate

Wrens and naval nurses have been given increased rates of kit upkeep allowance, back-dated to April 1, 1978, to reflect the higher cost of uniform items obtained from non-Service sources (court shoes, tights and tropical underwear are examples).

DCI (RN) 173

☆ Filled!

No Wrens will be allowed to transfer to the dental surgery assistant category until further notice, the numbers being already above requirements.

DCI (RN) 166

☆ Limits up

Although National Health Insurance rates of contribution remain unchanged, the earning limits are being increased as from 6 April 1979.

DCI (RN) J 183

CARAVAN SITES TO BE CLOSED

R.N. air station Cudrose is to lose its caravan site on or about December 31, 1979. The site at Yeovilton is also to close, but the date given is not until March 31, 1982.

The future of the third site — at H.M.S. Daedalus — will be reviewed in 1980.

The official announcement explains that sufficient married quarters are generally available to meet the needs of what is a much less transient Fleet Air Arm.

DCI (RN) 210

☆ Bisley

The Royal Naval Small Arms Meeting, which forms part of the Services Skill-at-Arms Meeting, will be held on the National Rifle Association's ranges at Bisley and on the Ministry of Defence ranges at Pirbright and Ash, from July 4 to July 14 (inclusive).

This will be the 50th annual R.N. small arms meeting to be held at Bisley.

DCI (RN) 192

☆ Chip guards

Chuck and chip guards are to be provided, at the earliest opportunity, for all lathes installed in workshops in H.M. ships and Royal Fleet Auxiliaries.

Where deficiencies exist in lathes fitted in shore establishments, a requisition for necessary work should be forwarded to the appropriate Yard Services Manager.

DCI (RN) 195

Unaccustomed as you are . . .

Regular personnel whose jobs bring them into regular contact with newspapers, TV or radio are probably well aware of the regulations which require articles, public speeches and other public statements to be cleared with the appropriate authority in advance.

It is the man suddenly placed in a position of being interviewed who needs to keep in the back

of his mind that he is in a special position in relation to the disclosure of information.

An official reminder which gives guidance also points out that it is not the intention to inhibit contact with the media "under proper safeguards."

The message is: "Remember the rules, and in case of doubt always seek instructions from higher authority."

DCI (RN) J 177

Crystal ball range down to a year

For sailors, a crystal ball called a PPD indicates the shape of things to come, but the clairvoyants at H.M.S. Centurion have found that these Probable Promotion Dates are not all that easy to see at the present distance of up to two years.

Experience has shown that it is only possible to forecast PPDs with any accuracy up to one year ahead. Longer term forecasts quickly become outdated and can lead to ratings being given misleading information on their advancement prospects (particularly when ratings are overtaken on the roster by those with higher merit points).

Future PPDs will therefore be calculated for a period of one year ahead, and only for ratings on normal rosters.

At the same time, it is intended to continue the monthly points leaders column in Navy News, and this gives ratings a monthly guide to the current state of all rosters.

DCI (RN) 188

☆ Prize

Wren (Wtr) E. D. Spencer (H.M.S. Neptune) gained the only award in the 1978 Cooper Prize for the Lieut.-Cdr. Hooper Prize. Essay titles for the 1979 competition will be announced in May.

☆ Essay award

Lieut.-Cdr. D. J. Childs and Lieut.-Cdr. J. A. Roberts gained awards in the 1978 Naval History Prize essay competition.

DCI (RN) 170

☆ Salvage award

For services rendered to the fishing vessel Rander Harvest on December 15, 1977, a salvage award has been made to H.M.S. Shetland.

DCI (RN) 217

☆ Air travel

Service passengers and their dependants, travelling at public expense, may use civil airlines between Belfast and the closest regional airport to their Great Britain destination (though the option of going by sea or rail is being retained).

The arrangements apply to duty, leave, and concessional travel. The routes serving Belfast are detailed in the announcement.

DCI (RN) 151

☆ Tax relief

Tax relief on life assurance premiums will, from April 1979, be given at source instead of by the adjustment of an individual's tax code.

The premium will thus normally be reduced by 17.5 per cent, and it will no longer be necessary for policy holders to claim tax relief from the Inland Revenue.

Monthly allotments for life assurance premiums, declared before November 1, 1978, will be automatically changed by H.M.S. Centurion, but where the allotments were declared after November 1, 1978 and before April 1979, revised declaration forms notifying the net premium due from April 1979 must be rendered.

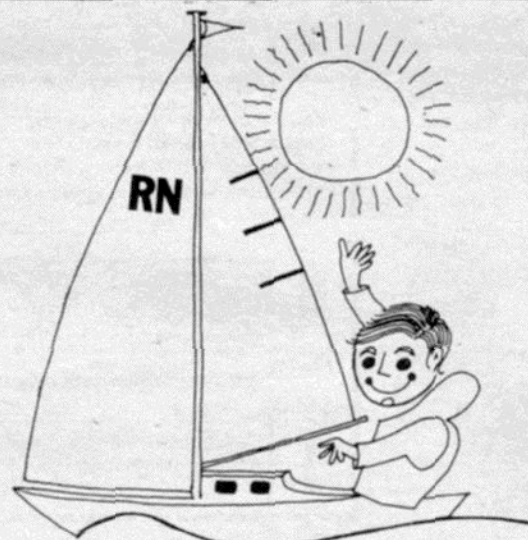
New declarations requesting monthly allotments to insurance companies from April 1979 should indicate the amount of the premium after deduction of tax relief.

DCI (RN) 148

☆ Free meals

Service families while on sea or air passage at public expense will not in future be charged for meals.

DCI (RN) J 180



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Many boys proceed to the Services or Merchant Navy although the development of character and self-reliance is equally suited to civilian life. One year at the school qualifies for remission of six months sea service for M.N. certificates. Boys of good health and character may enrol at 13 or 14 for entry at 14 or 15 years respectively.



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Ambuscade is A1!

H.M.S. Ambuscade was reported to be in "good nick" by Yarrow at Glasgow after a two-day visit to the shipyard. It was the Type-21 frigate's first visit to her "birthplace" since she was completed in 1975.

Tours were arranged for the ship's company around the ship-building complex and H.M.S. Battleaxe, the Type 22 frigate nearing completion.

When Sir Eric Yarrow visited the Ambuscade, one face he remembered was that of MAA Tank Warren, who stood by while the ship was being built, and was the only person from that period at Yarrow's still on board.

(See also Page 27).

More bombs cleared

Fifteen 500lb. bombs and 100 jet-assisted take-off units have been cleared by the Royal Navy from the wartime range at Dengie Flats, Shoeburyness, Essex.

But the area may never be completely cleared, says Lieut. Brian Jarvis, who directed the two weeks' tough work by seven men of the R.N.'s Portsmouth and Medway Clearance Diving Team. What remains beneath the sand and mudflats is "anybody's guess."

Disposal work is carried out annually and for the past three years a R.N. hovercraft has been used to move the men about.

Helo saves six

An air-sea rescue helicopter from H.M.S. Daedalus rescued six men from the entrance to Chichester Harbour on March 27 when heavy seas swamped three life-rafts undergoing trials. Pilot was Lieut. Gordon Ross and winchman was POACMN Philip Hall.

APPOINTMENTS

New FOSNI

Rear-Admiral T. H. E. Baird is to be promoted vice-admiral on May 16 and to be Flag Officer Scotland and Northern Ireland, Commander Northern Sub-Area Eastern Atlantic and Commander Nore Sub-Area Channel in November.

During the war he served on Russian convoy escort duty, at the North African landings and in the East Indies. Later he commanded H.M. ships Acute and Ulysses and in 1969 became Captain MCM, Captain Fishery Protection and commanding officer H.M.S. Lochinvar.

He commanded H.M.S. Glamorgan before becoming Captain of the Fleet on the staff of the C-in-C Fleet, and in 1976 was appointed Chief of Staff to the C-in-C Naval Home Command. Last year he became Director General of Naval Personal Services.

SUCCESSOR

Succeeding him in September as DGNPS will be Capt. J. F. Cadell, who is to be promoted rear-admiral on July 7.

After two years' loan service with the Royal New Zealand Navy, Capt. Cadell commanded H.M.S. Ashton and later took command of the 9th Minesweeping Squadron in the Persian Gulf. His other appointments have included Naval Assistant to the First Sea Lord and Captain(F) Third Frigate Squadron while in command of H.M.S. Diomedes.

He led the R.N. Presentation

OBITUARIES

J. P. Felton, Lieut. H.M.S. Collingwood, March 17.
G. Burt, AB(M), H.M.S. Nelson, March 18.
G. R. Taylor, MEMN1, H.M.S. Ashanti, March 19.
M. J. Boulanger, Mne. 41 Cdo R.M., March 28.
J. C. Duthie, FCPO(OPS), H.M.S. Ark Royal, April 2.
I. Beckett, Cpl. R.M. Poole, April 15.

Porpoise celebrates her 21st

The oldest submarine in the Royal Navy, H.M.S. Porpoise, celebrated her 21st birthday on April 21 at her birthplace — Vickers Shipbuilders yard, Barrow-in-Furness.

To mark the occasion Mr. W. Richardson, chairman and managing director of Vickers, presented a silver

chalice and birthday card to her commanding officer, Lieut.-Cdr. "Johnny" Milnes, and members of the boat's crew.

Mr. Richardson was ships manager during the building of the Porpoise, the first of a class of six diesel-electric submarines, three of which remain in service.

H.M.S. Porpoise has been modernised

progressively and at 21 is still recognized as one of the best conventional submarines. She was at Vickers yard for routine docking and maintenance before continuing her career.

Among the Porpoise's past commanding officers was the then Lieut.-Cdr. R. R. Squires — now Rear Admiral Squires, Flag Officer Submarines.

ORPHEUS SCORES TORPEDO TREBLE



With the Sealion Trophy in H.M.S. Orpheus are, from left, Rear-Admiral R. R. Squires (Flag Officer Submarines); Lieut.-Cdr. David Morgan, the Orpheus's former commanding

officer; Mr. A. J. Weeden, managing director of Kelvin Hughes; and Lieut.-Cdr. William Pym, the Orpheus's present commanding officer.

Picture: CPO(Phot) Ben Cartwright

Torpedo firing champion of the Submarine Service for the third year running is Gosport-based H.M.S. Orpheus.

She won the coveted Sealion Trophy awarded annually for torpedo firing proficiency and presented by Kelvin Hughes, the Essex-based manufacturer of sonar and radar equipment.

Competing boats are judged on their performance with conventional and homing torpedoes as well as on their tactics.

The Orpheus's former commanding officer, Lieut.-Cdr. David Morgan, who conducted firings during part of her second and for her third winning run, attended the presentation.

RUNNER-UP

Runner-up for the second year in succession was H.M.S. Sealion, which also won the salvo section. During the competition she was commanded by Lieut.-Cdr. Tim Langdon.

The starboard crew of the Polaris submarine H.M.S. Revenge, commanded by Capt. (then Cdr.) R. T. Frere, won the wire-guided Tigerfish section and H.M.S. Finwhale took the honour for the Mk. 23 wire-guided type. She was commanded by Lieut.-Cdr. Michael Dunne of the Royal Australian Navy.

Bacchante triumph

H.M.S. Bacchante won the Londonderry Trophy for efficiency in anti-submarine warfare in a joint maritime course against competition from other Royal Navy units and ships, submarines and aircraft from the Dutch, Danish, German, French and Norwegian navies.

The trophy is awarded after each joint maritime course and reflects the work of the sonar team, weapon electrical maintainers and operations room personnel.

U.K. boat wins Diego cup

Outnumbered nine to one, a U.K. boat won the British Indian Ocean Territories Sailing Cup in the Diego Garcia Shamrock Regatta.

Mr. Peter Winch and MEMN(P)1 Horace Webb received the cup from the British Representative, Lieut.-Cdr. John Martin, after beating their U.S. Navy opponents. The U.K. pair won two races convincingly and took a hotly-contested fourth place in the last.

Mr. Winch was in the island for a rest during his support role of the Joint Services Chagos Expedition in his yacht Paille en Queue II, and Chief Webb found the regatta a welcome change from his job of running the island's huge generators.

NUKE DOUBLE

When Cdr. Don Mitchell spent five days at sea as "Master of Vessel 1097," he was commanding two nukes at the same time.

While his own submarine, H.M.S. Swiftsure, was alongside at Devonport awaiting refit, the newest of the class — which later this year commissions as H.M.S. Spartan — was on the contractors' sea trials.

When the new vessel's commanding officer was taken ill, Cdr. Mitchell was appointed "Spartan in command" by MOD and employed by Vickers as master. During contractors' trials the commanding officer is traditionally paid 5p a day by the builders.

Now Cdr. Mitchell has relinquished command of both and is commander of the 2nd Submarine Squadron.

EARLS COURT SUPER SHOW

The non-stop, all-action, vividly colourful Services' Spectacular is about to hit town again! That means that all is ready for the 1979 Royal Tournament at Earls Court.

It runs from July 11 to 28, and will include all its usual exciting ingredients. Sure to be a show-stopper will be the Royal Navy's field gun competition, won for the past two years by Devonport.

There will also be an inter-Services motor-cycle competition and displays by the Massed Bands of the R.A.F. and the King's Troop Royal Horse Artillery.

Here are the details of the R.N. field gun runs at Earls Court. The first-named team of each pair runs on the Royal side of the arena.

July	Afternoon	Evening
11	A v D	P v A
12	D v P	A v D
13	P v A	D v P

Competition starts

14	D v A	A v P
16	No perf.	P v A
17	P v D	D v A
18	A v P	P v D
19	D v A	A v P
20	P v D	D v A
21	A v P	P v D
23	No perf.	D v P
24	A v D	P v A
25	D v P	A v D
26	P v A	D v P
27	A v D	P v A
28	D v P	A v D

Public runs before the Royal Tournament are due to take place as follows:

Portsmouth: H.M.S. Excellent. 1900 each evening. May 31, June 7, 14, 21, 28, July 5.

Fleet Air Arm: H.M.S. Daedalus. 1900 each evening. June 7, 14, 21, 28, July 5.

Devonport: H.M.S. Drake. 1900 each evening. June 7, 14, 21, 28, July 5.

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Freedom 'double' for Collingwood and Osprey . . .

Friendship as firm as Stone

Contingents from H.M.S. COLLINGWOOD, the R.N. Weapon Engineering School at Fareham, Hampshire, travelled hundreds of miles to the small town of Stone to receive the freedom of Stafford.

It is believed to be the first time that a freedom ceremony has taken place in other than the main town of a local authority area, and the first time that a freedom scroll has been presented during a church service.

Admiral Jervis

Reason for the unusual link is that Stone is the birthplace and burial-place of Admiral Sir John Jervis who took the title Earl St Vincent after his victorious battle of that name in 1797.

Therefore the town formed a close link with H.M.S. St Vincent, the Gosport training establishment for boy entrants, a link that was taken over by nearby Collingwood when St Vincent closed nine years ago.

R.N.A. scroll

The freedom scroll, featuring the coats of arms of Stafford and of Stone, and Collingwood's crest, was presented to the Captain of the establishment, Captain Peter Collinson, by the Mayor of Stafford in Stone Parish Church.

The scroll was provided by Stone branch of the R.N.A. and was in a silver casket presented by Stone Town Council.



Rear Admiral A. J. Whetstone (Flag Officer Sea Training) views Osprey's freedom scroll with Mayor of Weymouth, Mrs. Jessie Fry.

Picture: LA(Phot) R. Dobson

Flying the flag

A fly-past by 16 helicopters was the high-point when H.M.S. OSPREY, the R.N. air station at Portland, received the freedom of the Borough of Weymouth.

The Mayor of Weymouth inspected the guard of honour, then watched the fly-past by units from Naval Air Squadrons based at Portland. The helicopters' landing lights were on and the flag of Weymouth and the White Ensign were suspended below the first and last aircraft.

Because of bad weather the ceremony took place in the Pavilion Theatre where the commanding officer of Osprey, Capt. C. J. Isacke, received the freedom scroll. An engraved crest of H.M.S. Osprey was presented in return and will be displayed permanently in the municipal offices.



Mayor of Stafford Councillor Harold Doffman takes the salute as the band and guard of honour of H.M.S. Collingwood march past after the establishment received the freedom of the borough. With the mayor is the Captain of Collingwood, Capt. Peter Collinson.

CHANCE FOR R.N. FOLK . . .

With Gibraltar joining in the Services Folk Competition this year, the Royal Navy will have an even bigger chance to walk away with top honours. Last year the Navy took the solo prize of £150 plus a silver cup when PO "Dolly" Gray beat a large entry from the Army and R.A.F.

Sponsored by the British Forces Broadcasting Service and B.B.C. Local Radio, the competition offers a silver cup and £300 for the best group and £100 for the best lyric or composition.

Half-hour broadcasts compared by Wally Whyton will decide the finalists who meet at the 47 Club, Guttersloh on October 24.

Only serving members of the armed services in Germany, Cyprus, Gibraltar and the U.K. are eligible. For those in Britain entries can be made through nearest B.B.C. local radio stations or the BFBS office at Kings Buildings, Dean Stanley Street, London SW1P 3HX. BFBS stations will give details to those abroad.

Entrants must send in a tape, cassette or disc for audition with an entry form and declaration by May 26. Leading entrants in the three classes will represent their areas in the eliminating contests.



Our picture shows H.M.S. Tenacity's fire party on board the burning Tino.

Tenacity in fire rescue

H.M.S. Tenacity broke off from a routine fishery protection patrol in the North Sea last month to carry out a high-speed rescue mission.

The fast patrol craft answered a call for vessels with breathing apparatus to help fight an engine room fire in the fishing vessel Tino. After a 40-knot dash to the Tino, the Tenacity sent over a firefighting party which took two hours to put out the blaze.

Another fishing vessel then towed the Tino back to Grimsby while the Humber lifeboat and the Tenacity stood by. During the tow, the Tenacity's fire party remained in the stricken vessel to pump her out.

H.M.S. Mohawk makes it look so easy in Antigua

Boatmen using Antigua's English Harbour will find life a bit easier in future — thanks to H.M.S. Mohawk. During a five-day visit to the island in March, the frigate's diving team blew away the mast of a large wrecked schooner which has hampered boat traffic in the harbour for the past three years.

The team led by Lieut. Bill Andrews, set charges to cut the stays and the mast, but needed two further charges at the foot of the mast before the 1½-inch thick metal tube toppled into the harbour.

This demolition job also provided a much-needed mast for the erection in Nelson's old dockyard.

Carving find

Working parties from the ship redecorated the exteriors of Admiral's House, now a museum, overlooking the harbour, and found there an old carving which recorded the visit of an earlier Mohawk in 1893.

During the visit the Governor of Antigua, Sir Wilfred Jacobs, inspected a Royal Marines guard paraded in his honour, and went on board the Mohawk as the guest of the commanding officer, Cdr. Richard Cobbold.

New tugs on the way

A new generation of Royal Navy harbour tugs is on the way. Four twin-unit tractor tugs have been ordered by the Ministry of Defence from Richard Dunston (Hessle) Ltd. They will be the first of a new generation intended as replacements for the present fleet of large harbour tugs.

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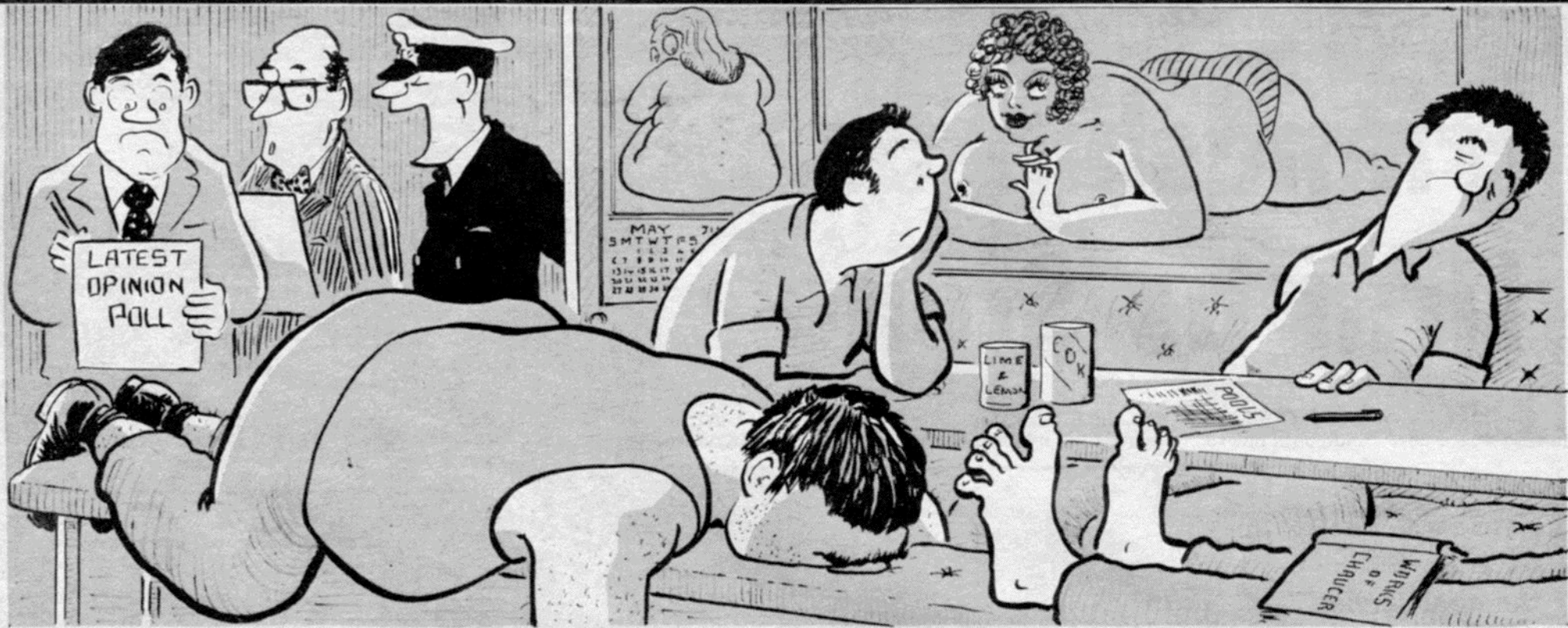
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Smiles

"You may find them a bit tense — all this excitement about pay rises and elections ...!"

NEWSVIEW

It's cash and carry on to comparability

Will it stop the bleeding? Only time can tell, but that must be the fervent hope as Servicemen decide if the new pay rates are substantial enough to staunch the manpower outflow.

In a report of refreshing frankness, the AFPRB left no doubt where their sympathies and the remedies lay. And there will be unanimous approval for their expressed view that there must also be assurance that pay will be kept up to date in future years.

Many would also agree with their opinion that in circumstances of financial difficulty discontent about relatively minor conditions of service can assume disproportionate importance as an irritant.

Not kept pace

Although not strictly within the Review Body's terms of reference, they reported that they knew of examples of conditions of service which had not kept pace with changes in the social and economic environment. One was entitlement to travel warrants designed, among other things, to alleviate the effects of separation.

The AFPRB found "surprising" the suggestion that improvement in some of these conditions should be regarded as non-wage benefits, whose cost would have to be offset against increased pay costs. Where employees were required to make frequent movements over a wide area involving family separation, or in the need to move belongings, the Review Body felt that conditions of service should be adequate to cover reasonable costs.

Useful returns

"If all improvements have to be made at the expense of pay, the employee is in effect required to finance them out of his own pocket," the report declared.

"We consider that the removal of disincentives of this kind should be explored further as a matter of some urgency; it seems to us that this is an area in which improvements that may be relatively small could yield useful returns."

All of which will make welcome reading for Servicemen and their families and provide hope for the future. Meanwhile, the new pay award — still not completely bridging the comparability gap, but note how the chasm has narrowed — now begins to become reality in hard cash terms.

With 26-29 per cent. increases for many, the awards should surely prove good enough to cause the most careful thought by those contemplating early departure into the uncertainties of civvy street and for the many who have been adopting a "wait and see" attitude.

The Navy's past has a great future . . .

A heritage of naval history housed in some fine museums in the Portsmouth area is big tourist business. The Royal Naval Museum in the dockyard, the Royal Marines Museum at Eastney and the Submarine Museum at Gosport attract a quarter of a million visitors yearly. This does not include as many again who visit Nelson's ship, the Victory.

The success of these museums, situated close to the sea and set up at little cost to public funds, is due in no small measure to the imaginative way they bring naval history to life — in some instances using existing historic buildings as a setting.

Now, the probability of these museums developing and dovetailing to form a national museum of the Royal Navy is very much on the cards.

The idea is no local pipe dream, but the recommendation of a report by the highly-respected Standing Commission on Museums and Galleries.

Impressed

Members of the Commission's working party, who seek ways of improving the country's local museums for the benefit of tourists and visitors, were impressed by what Portsmouth museums had achieved and had to offer.

The report, which pays tribute to the small but dedicated staffs and to the co-operation existing between them and other authorities in the area, recommends a museum federation.

Development along these lines might qualify for Government financial support as a specialised museum. And such an establishment could also attract support from private benefactors.

In addition to the three major museums, the report drew attention to the important collection of naval ordnance housed in a powder magazine at Priddy's Hard and to the medical museum at Haslar Royal Naval Hospital.

If a lot has been achieved by the

naval museum in a relatively short time, even more is promised.

Cash for the new Submarine Museum near H.M.S. Dolphin, Gosport, flows in with £267,000 already in the kitty and £100,000 left to be raised before the target is reached.

It is hoped H.M.S. Alliance, the oldest surviving Royal Navy patrol submarine not in the scrapyard, will be open to the public in the autumn.

Hopes run high, too that H.M.S. Warrior, the Royal Navy's first ironclad battleship, will come home to Portsmouth and take pride of place as part of the Royal Naval Museum in the dockyard.



This medallion of Lady Hamilton, bequeathed to Lord Nelson by her husband, Sir William Hamilton, was worn by Nelson until he died. It is now on show in the museum.



The Pearson Cup (above), presented to Capt. Sir Richard Pearson of H.M.S. Seraphis for saving a valuable convoy from the American privateer John Paul Jones on September 23, 1779, was accepted by the First Sea Lord (Admiral Sir Terence Lewin) on behalf of the museum on April 23. It was bought with the help of a grant from the Guardian Royal Exchange Assurance Group, a direct descendant of the insurance company which originally presented the cup to Capt. Pearson.

TREASURE ON SHOW

Relics from the wreck of the 18th Century treasure ship H.M.S. Assurance have gone on public display for the first time at the Royal Naval Museum, Portsmouth.

The exhibition was opened by Rear Admiral Paul Bass, Flag Officer Portsmouth, and is the result of diving expeditions made since the wreck was discovered off the Isle of Wight ten years ago.

The 44-gun man-of-war was returning from Jamaica with the Island's Governor, his wife and his personal fortune when she ran aground off the Needles on April 24, 1753. No one was lost and the bulk of the treasure was removed immediately.

However, more than 600 items were recovered from the site by a team of local divers led by Mr. Derek Williams who discovered the wreck. Recently the work was taken over by Portsmouth Sub Aqua Club chaired by Cdr.

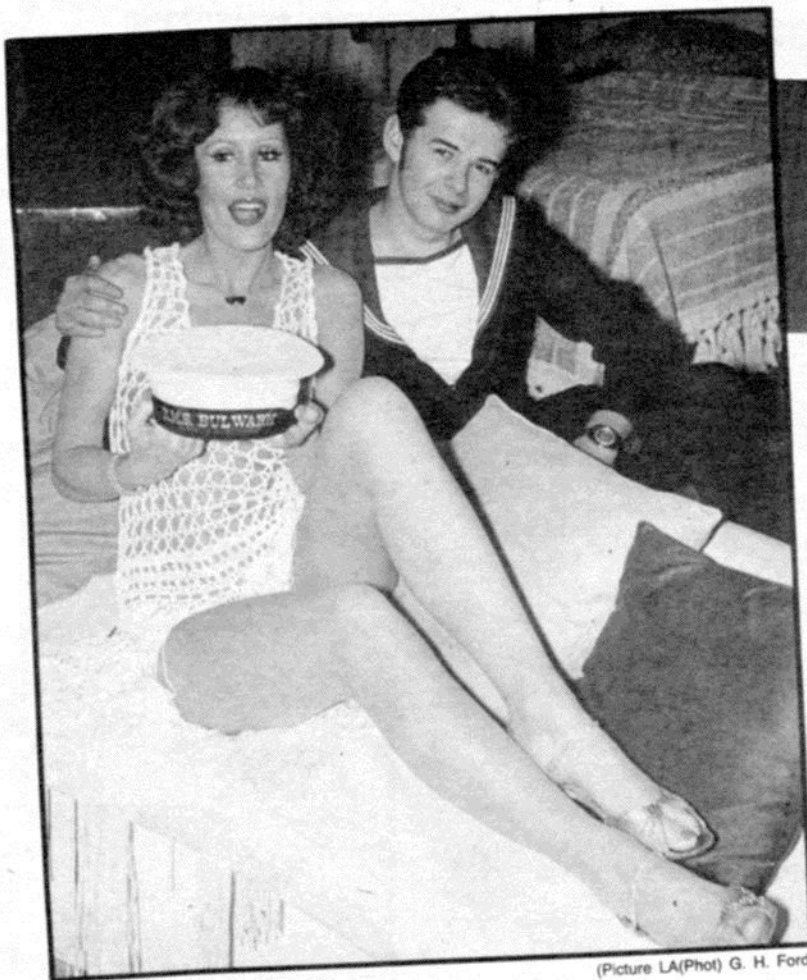
John Bingeman, engineer officer at the naval base, and a further 300 items recovered.

The exhibition, including pieces of eight, will be shown later this year in the Isle of Wight to which authority the relics will eventually belong.

The display has been a combined operating involving the Conservation Department of Portsmouth City Museum, the Photographic and Graphic Departments in H.M.S. Vernon and the Cultural Services Department in the Isle of Wight.

Among the guests at the opening was Admiral Fukuchi of the Japanese Navy and Capt. Imaizumi, Japanese Defence Attaché. They also visited H.M. ships Victory and Glasgow.

The admiral is curator of the battleship Mikasa preserved in Yokohama since 1926 as a naval museum.



(Picture LA(Phot) G. H. Ford

UPSTAGED BY FIONA

Obviously enjoying himself on the stage set at the Kings Theatre, Portsmouth, is CEM Nigel Greenyer of H.M.S. Bulwark. He was invited backstage to meet Fiona Richmond when she was appearing at the Kings, and as we can see, they were both wearing their best suits.

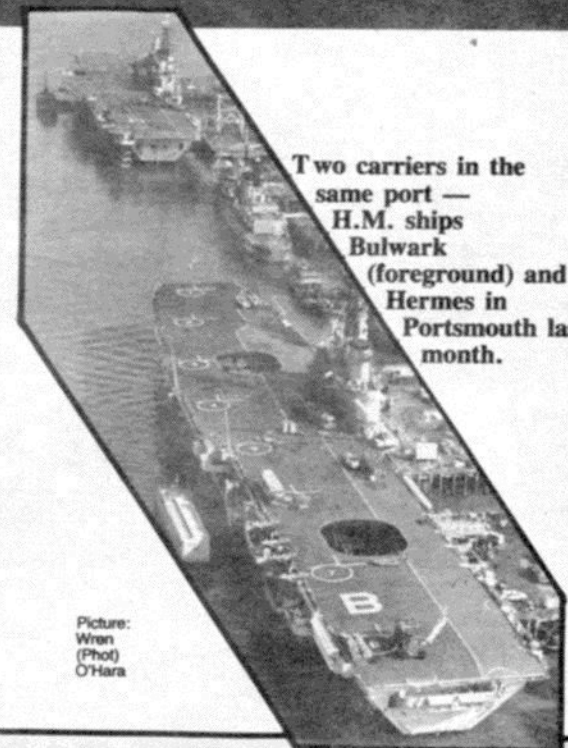
Bulwark knocks 'em for six

Teams from H.M.S. Bulwark scored resounding successes in the spring Fleet Sixes Competitions. They came top in the rugby and soccer sections and reached the final of the soccer contest.

Six teams competed on a league basis in the rugby matches, the Bulwark team — captained by LTP Brian Hodgson — beating Norfolk 10-4 in the final.

The hockey contest, also involving six teams, was won by Bulwark 'A' team without a goal being scored against them — and Bulwark 'B' were runners-up. It was a memorable win for FCCY Morris, ex-R.N. goalkeeper and the Bulwark team captain / coach, who won his first outdoor trophy in this event.

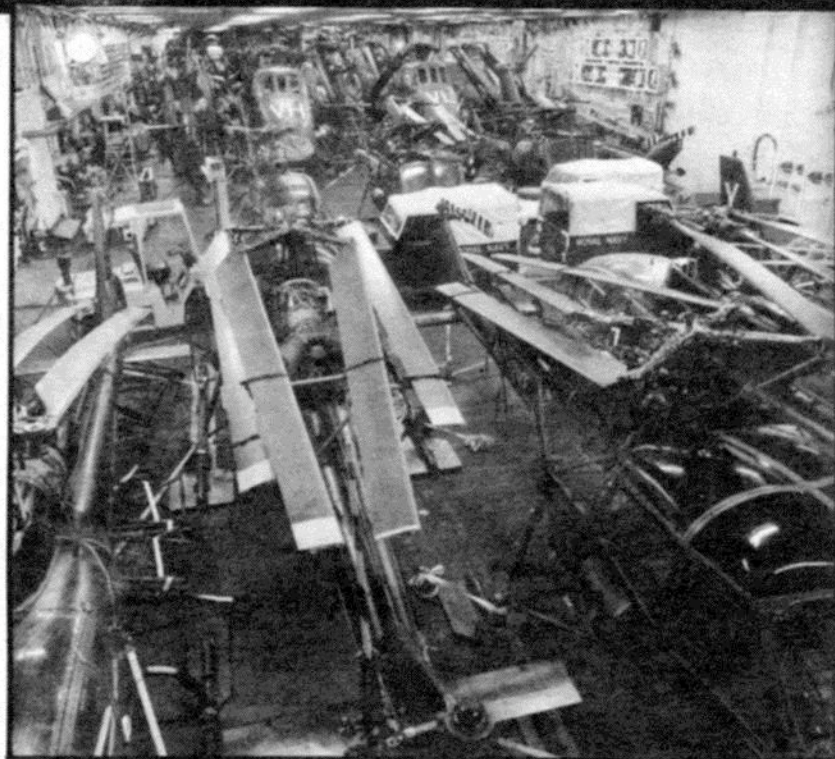
Out of nine teams in the soccer competitions, semi-finalists were Antrim, Norfolk and Bulwark 'A' and 'B' teams, the Bulwark 'B' team losing to Norfolk in the final.



Two carriers in the same port — H.M. ships Bulwark (foreground) and Hermes in Portsmouth last month.

Picture: Wren (Phot) O'Hara

HERMES PACKS HER PUNCHES



H.M.S. Hermes's packed hangar containing 28 helicopters and (below) her imposing shape sets the scene as her landing craft head for shore during Exercise Cold Winter.

Pictures: LA(Phot) Danny du Feu and LA(Phot) J. B. Sanders.

H.M.S. Hermes returned to Portsmouth after a deployment which set her a tight schedule in more ways than one, culminating at Narvik when she found space for 28 helicopters as well as 400 tons of vehicles and containers!

The carrier's two-and-a-half months deployment had taken her to the Mediterranean — where she surveyed the new Russian carrier Minsk and acted as Dartmouth Training Ship — and to the Arctic for Exercise Cold Winter.

AIRLIFT

At Trondheim in Norway the Hermes embarked 3rd Commando Brigade HQ, part of the Brigade Air Squadron, 59 Independent Commando Squadron, the Commando Logistic Regiment, elements of 42 Commando Royal Marines and an amphibious combat group of the Royal Netherlands Marine Corps.

The operation was carried out by air and landing craft, one of the last arrivals being an R.M. Gazelle which was airlifted on board by an R.N. Sea King.

Next move was into the fjords north of the Lofoten Islands where the carrier disembarked 17 and 42 Commando and embarked 45 Commando, disembarking the unit by air and landing craft near Narvik two days later.

Highlight of a brief visit to Narvik was skiing for about 200 of the ship's company who could be spared from the task of the final embarkation.

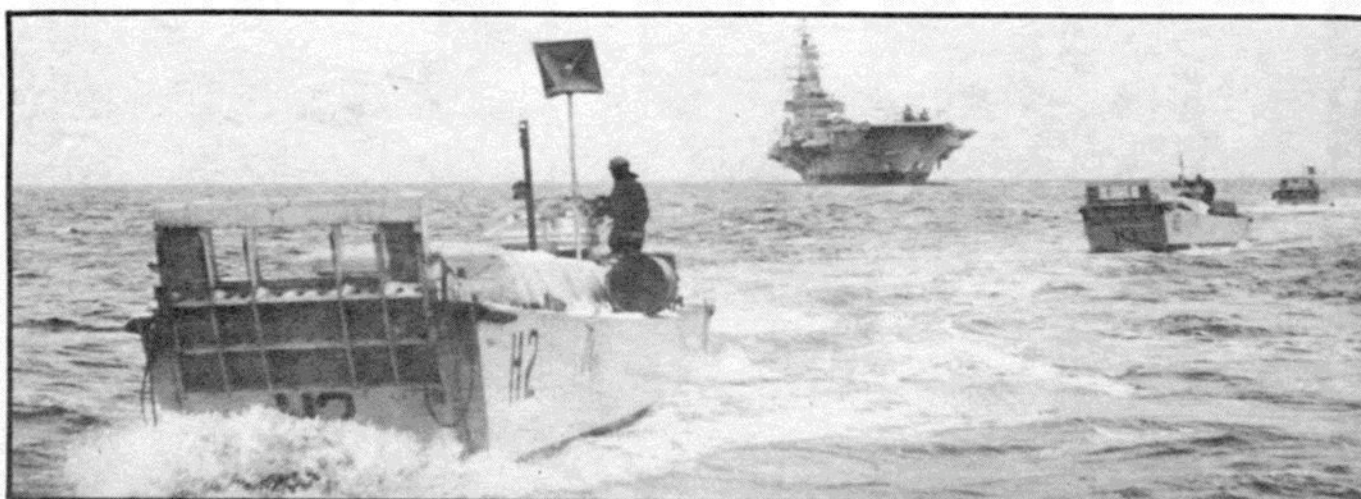


Power of the Royal Navy's Sea Kings is demonstrated as this one lifts a Royal Marines Gazelle on to the Hermes's flight deck.

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Thousands of people know the Royal Naval Aircraft Yard, Fleetlands, only by the brightly painted helicopter that stands near its main gate on the busy A32 between Fareham and Gosport. But on June 9, Fleetlands is putting itself on show, and the public will have a rare opportunity to see beyond the security fence into one of Europe's top helicopter repair centres...

HELICOPTER



Fleetlands, which stretches over 150 acres, houses an industry that services Army, Navy and R.A.F. helicopters, and the Navy's marine gas turbine engines, as well as British engines for the Dutch, Belgian and Norwegian armed forces.

Fleetlands flies high!

Straightening out bent helicopters is all part of the day's work at Fleetlands, which is what you would expect at the Tri-Service helicopter repair facility near Gosport.

What you might not expect is that Fleetlands also overhauls and repairs the main propulsion engines of all the Fleet's new surface ships.

It also builds ships of its own!

In a corner of the Workshop Division, Fred Osman and his joiners have been converting H.M.S. Ark Royal into H.M.S. Hermes — just weeks after "launching" H.M.S. Invincible, the

Navy's first anti-submarine cruiser.

Fred's ships are, of course, large scale models, admired the length and breadth of Britain as they ply their way to promote the Royal Navy.

Fleetlands also services the Navy's hovercraft, and Chukka pilotless target planes go back there to be patched up.

All-embracing

The Aircraft Division has been the heart of Fleetlands since it was established in 1940. Gone now are the Swordfish and other fixed-wing aircraft that used to fill its hangars, and in their place stand neat rows of helicopters — the Navy Sea King, Wessex and Wasp, the R.A.F. Puma, the Army Scout, and the new, streamlined Lynx.

The Yard's responsibility for them is all-embracing. It re-builds the broken, services the ageing, tests the new. It modifies particular aircraft to suit particular roles.

To look after the instruments, radar, sonar and flight control systems, it has one of the most versatile electrical sections in the industry.

The Aircraft Division looks after the Navy's hovercraft. At any one time one will be at Fleetlands while the others remain in service with the hovercraft unit at Lee-on-Solent.

The giant Engine Repair Shop turns out two repaired or reconditioned



LEFT: Harry Coote inspects a tail cone in the composite V.I.P.-carrying Wessex Vs.

engines a day, ranging from the small Nimbus that powers the Wasp helicopter to the big Olympus and Tyne marine gas turbines that propel the Navy's newest frigates and destroyers.

Thirteen different marks of engine are handled in the shop, which is also the location of an Investigation Department that runs its microscope over any engine that has failed in service.

Growing role

As the Navy takes on more ships powered by marine gas turbines, so Fleetlands' involvement with the Fleet will grow. It is expected that Olympus and Tyne engines will eventually account for a quarter of the engine repair section's work.

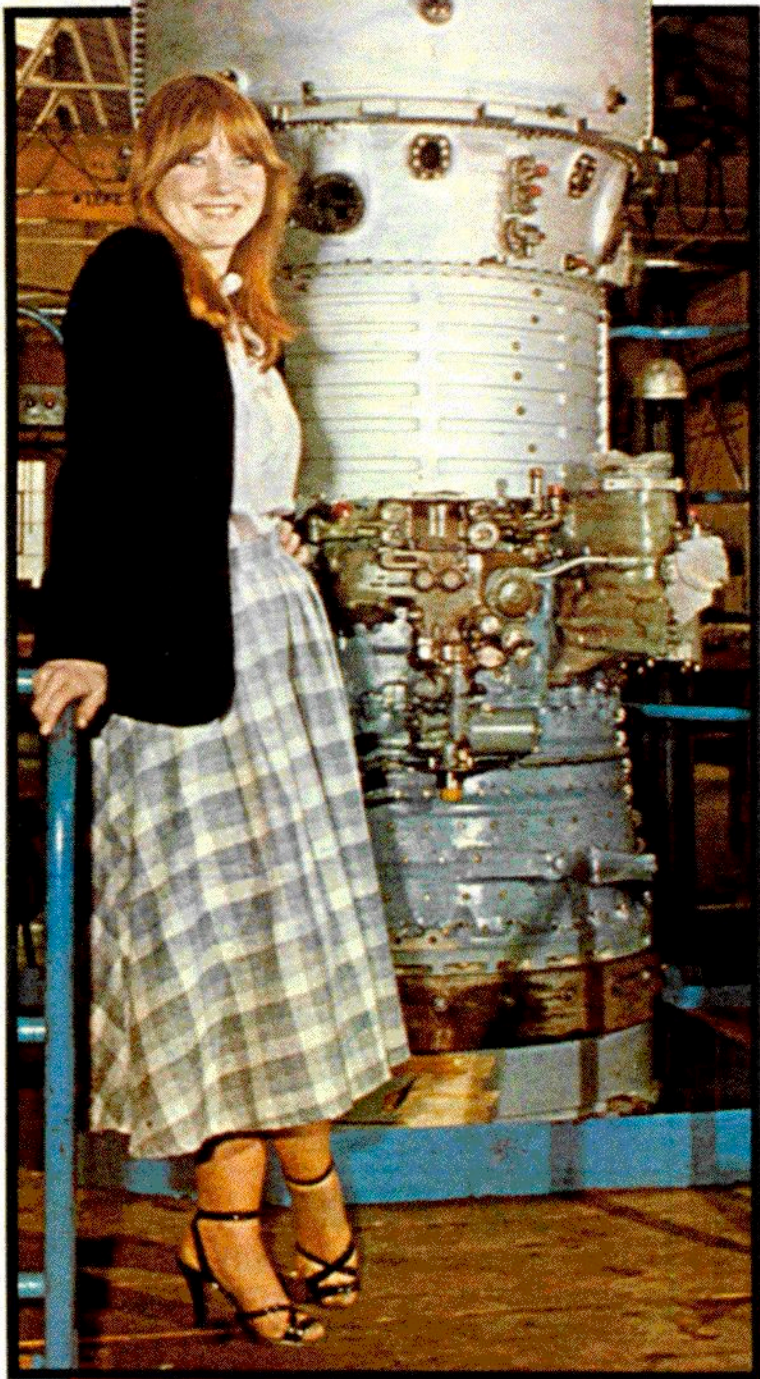
An example of the Yard's link with the Fleet also illustrates the Fleetlands

reputation for Sheffield and turbine problems, and in able to rectify machinery.

The Engine cells where they meet the

Expansion £5m.-plus built next five years Fleetlands as repair centre.

An exciting will be the massive Amer nook helicopter is being constr



Miss Fleetlands '78, Sue Smyth, brightens up an Olympus marine gas turbine from H.M.S. Amazon. Sue, who is married to LCEM Tom Smyth, of H.M.S. Torquay, works for the quality assurance manager in the Engine Repair Shop.



Jock Scott has made the change from field gun to rivet gun. For ten years he ran with the Fleet Air Arm crew and trained four gun crews. He left the Navy in 1973 as a chief mechanic and is now a fitter in the Aircraft Division at Fleetlands.



Test flying at Fleetlands... the senior maintenance test pilot there heliport, equipped with control tower, and emergency and inshore re goes through the yard, ensuring that th

HELICOPTER HOSPITAL



one in the components and sheet metal shop. Behind him, Fred Fensome, who is ex-navy, and Rod Shaw work on a Green Goddess — one of 781 Squadron's smart flying Wessex Vs. RIGHT: Sea King XV574, late of H.M.S. Tiger, undergoes an extensive re-building in the main aircraft repair shop.

reputation for versatility. H.M. ships Sheffield and Ambuscade both had gas turbine problems while visiting Portsmouth, and in each case Fleetlands was able to rectify and test the faulty machinery.

Expansion

The Engine Division has its own test cells where engines are run up to ensure they meet the required standards.

Expansion of the Yard includes a £5m.-plus building programme over the next five years that should establish Fleetlands as Europe's top helicopter repair centre.

An exciting development for the Yard will be the arrival in the 1980s of the massive American-built, twin-rotor Chinook helicopters, for which a new hangar is being constructed.

The man in charge at Fleetlands is Captain M. F. Simpson. He has the title of Superintendent and has a senior management divided evenly between civilians and a dozen or so serving naval officers.

Pictures by Ian Wilson

Capt. Simpson told Navy News that Fleetlands was keen to recruit more aircraft fitters, both mechanical and electrical, and was particularly interested in ex-Servicemen with the right qualifications.

The workforce consists of about 400 non-industrial and 900 industrial civilians, many of them ex-Servicemen.

In charge of the components and sheet metal shop in the Workshop Division is

Mr. Brian Nicholls, who left the Navy in 1971 after 30 years in the Fleet Air Arm.

It is in his shop that the necessary "skins" of the helicopters are tailor-made. Skilled men coax shapes out of flat metal with the apparent ease of a breakfast smoothing soft butter on toast.

Nose and tail sections, all curves and corners, fill one side of the shop, save for a space where a 781 Squadron "Green Goddess" is being stripped and rebuilt. White textured panels, cupboards and cocktail cabinet wait to be re-assembled, testifying to the Wessex V's V.I.P. role.

The clean smell of shaved wood welcomes the visitor to Fred Osman's kingdom.

In the middle of the floor a large model of H.M.S. Ark Royal is being transformed into H.M.S. Hermes. Before

Ark, that same model served its time as the carrier Eagle.

Ark's image, too, is being removed from a Fleet Air Arm exhibition trailer that cramps the shop.

Royal showcase

As well as meeting the needs of Fleetlands, Fred also makes equipment for the F.A.A. field-gun crew, and a thousand other jobs.

And, as a far cry from those ships' engines and bent helicopters, Fred was commissioned to make a special showcase for Princess Anne's wedding dress. The showcase is now at the Fleet Air Arm Museum at Yeovilton, where it has been used to display Prince Charles's flying gear.

You'd be surprised at what they produce in Fleetlands...

Phoenix from the Gulf!

Sea King XV574 lifted off H.M.S. Tiger into the blue sky over the Persian Gulf. It was early afternoon on March 30, 1978, and on board was a crew of four, plus four passengers.

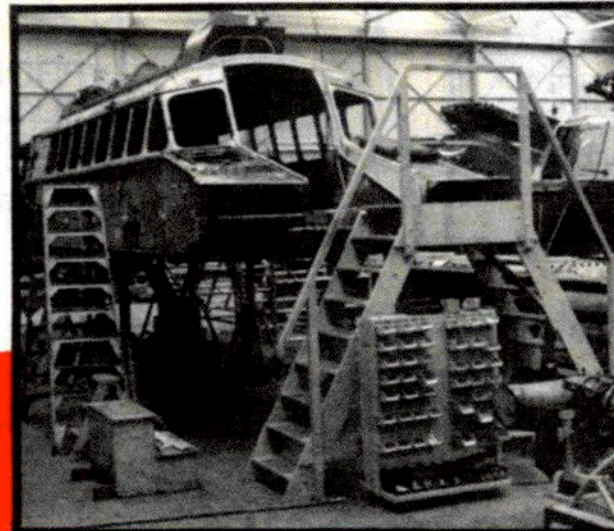
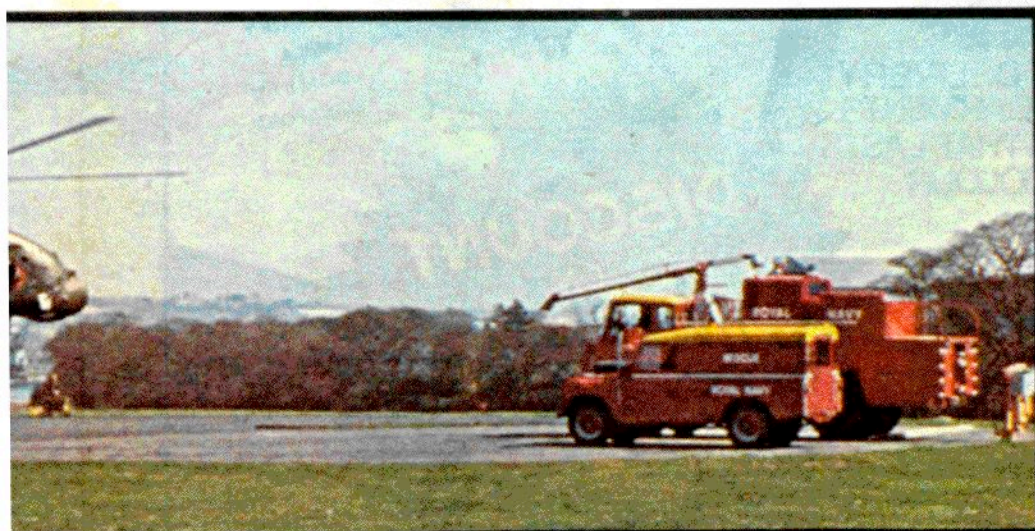
Their task was to mark the target while H.M.S. Tiger and H.M.S. Amazon brushed up on their gunnery.

Forty-five minutes later the oil pressure failed and the pilot, Sub-Lieut. A. M. Fox, prepared to ditch his aircraft in the Gulf.

Minutes later the Sea King lay rocking gently in her flotation bags, her crew and passengers safe. It was a text-book emergency landing.

But the recovery was not so simple. The helicopter tipped over and by the time she was transferred from the Tiger to R.F.A. Tidepool at Malta 11 days later, Sea King XV574 was a very battered lady. Shipped back to the U.K., she was delivered to Fleetlands, the Tri-Service helicopter repair facility near Portsmouth, and is still there today.

After extensive rebuilding, she will be ready to fly again by the middle of next year.

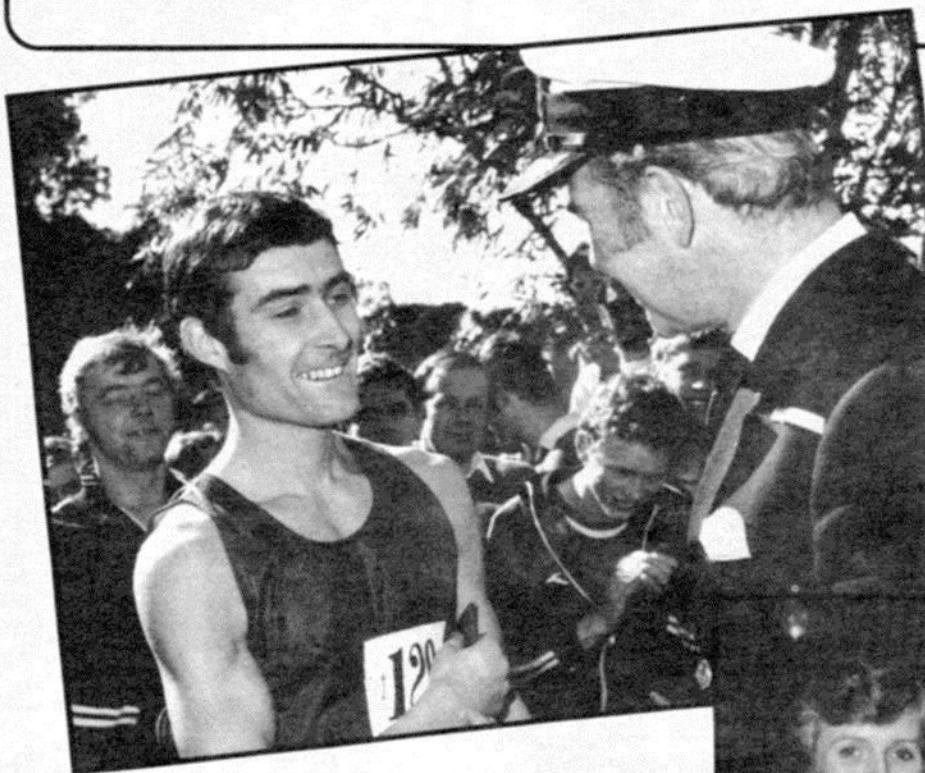


ice test pilot there, Lieut.-Cdr. Dickie Ferne puts a Wessex V through its paces at the Yard's own dry and inshore rescue services. The R.N. test pilots at Fleetlands fly just about every helicopter that ensures that they meet certain standards before they enter service.

Picture: Trevor Evans

An SRN 6 hovercraft from the naval trials unit at Lee-on-Solent undergoes an extensive overhaul at Fleetlands. In the background, parked helicopters wait to be delivered to squadrons and ships.

PO (Phot) DICK BIRKETT was determined that a knee injury would not put him out of the running for the annual Top of the Rock Race in Gibraltar. Despite being told not to run again until November, he entered the 2½-mile race — and won it for the third time in succession. His time — 20.5mins. — was his best and the third fastest on record. Dick (27), serving in H.M.S. Rooke, is seen receiving his trophy from Flag Officer Second Flotilla, Rear Admiral PETER STANFORD.



Delivering babies is not exactly a normal job for an LAM serving in the Fuel Section at R.N. air station Yeovilton. But, while on detached duty in the Gloucester area, it is what happened to "Taff" Davies (left).

However, the other half of the two-man delivery team was a medical type, MA Graham Adams. Together they helped bring into the world a five-week premature baby, weighing in at 3lb. 4oz. and now reported to be "doing fine."



Ideas of cutting down on rubbish have won CPO JOHN BROBYN the new National Supervisory Award which he received from the Minister of State at the Department of Education and Science, Mr. Gordon Oakes. CPO Brobyn's scheme for an improved refuse disposal and waste avoidance system received top marks after about 7,000 entries from education centres throughout the country had been considered. He is pictured here with his wife, GAIL, and his awards — £200, the Leslie Warner Memorial Prize and an inscribed certificate.



Not short of a bob or two!

Twelve Stockton-on-Tees schoolchildren will be off to the U.S.A. next year for the Winter Olympics at Lake Placid — thanks in part to the efforts of the Royal Navy and Royal Marines bobsleigh team.

The children's trip will be helped along by £2,000 raised at the team's ball at Stockton, which forged links with the bobsleighters several years ago when the submarine HMS Onyx became affiliated to the town. At that time two members of the Onyx crew were team members and Stockton bought two Olympic bobs for the Navy men.

Now it's hoped that the Stockton children will be able to cheer-on their benefactors at Lake Placid. The R.N. and R.M. will provide one of the four teams from which the British representatives will be chosen — so there is a good chance that they will make the Olympics.

A SWIFT SHIRT SPEAKS FOR ITSELF



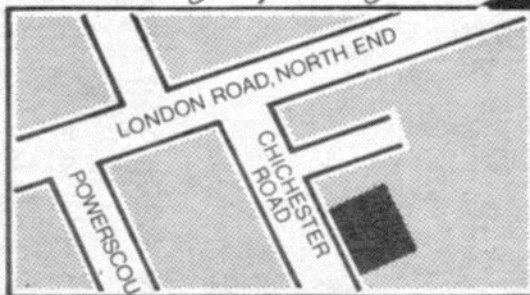
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THE NEWS

Phot Tot!

Being in front of the camera is a rare treat for photographers; so is the rum tot, being enjoyed here by H.M.S. Bulwark's Photos. The order that the ship "splice the mainbrace" was given by Cdr. the Prince of Wales when he attended the anti-submarine carrier's recommissioning at Portsmouth. Pictured carrying out that order are (from left) **LA MIKE BEARD**, **LA GORDON FORD**, **PO IAN GUTTERIDGE** and (in helmet) **LA CLIVE DEER**. One Phot who didn't get into the picture was **LA JIM AHERN** at his usual post behind the camera.



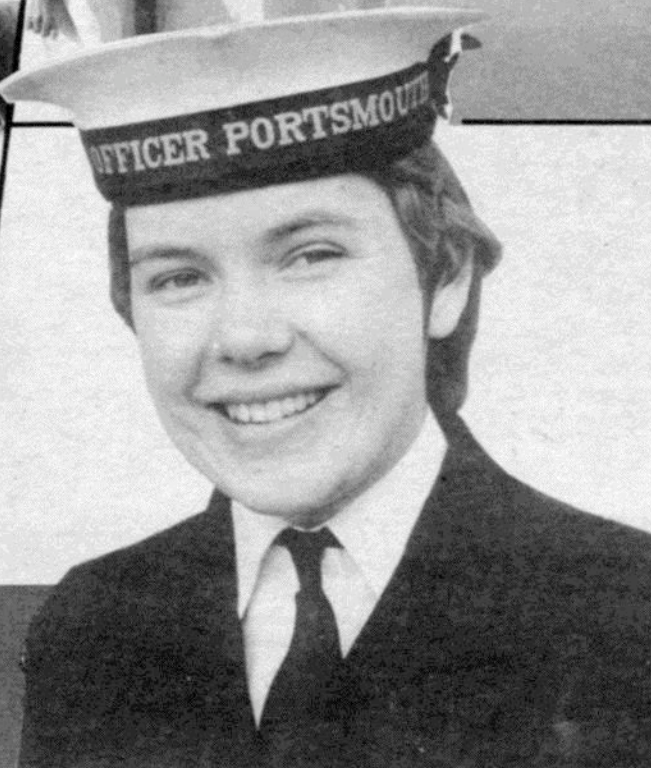
Wren **KATHY OXLEY** was on the Southampton panel of regional judges who chose **Black Lace** to represent Britain in the Eurovision Song Contest in Jerusalem. Unfortunately, the Eurovision judges rated **Black Lace** only seventh in the competition, and Israel were voted top of the Euro-pops for the second year. Kathy works on the staff of Flag Officer Portsmouth.

Picture: LA(Phot) Bob Dales



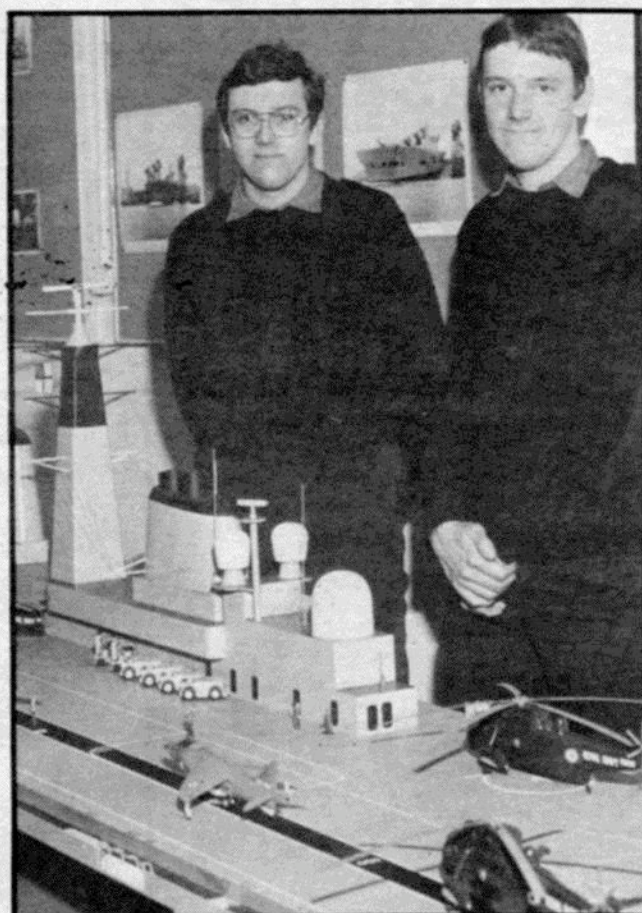
Luck is the key . . .

Just the ticket for Senior Nursing Sister **JANET FAGAN**, who won a new Mini in the 1978 First of June Appeal Draw. She is seen receiving the keys of the car from Cdr. **RAY GRIST**, Support Manager at the Royal Naval Hospital, Haslar. Two other minis were won, by CPO **B. R. DUNBAR**, of H.M.S. Jupiter, and Mr. W. J. Dickinson, of Forest Row, Sussex.



Brothers in arms

Brothers **KEVIN** (left) and **TREVOR WILSON** met in their naval careers for the first time at R.N. air station Culdrose. But it was a brief encounter: Naval Airman Kevin was on a week's course at the School of Aircraft Handling at Culdrose. Brother Trevor is a naval air mechanic with 771 Squadron, based at Culdrose. Their father is **WO TUG WILSON**, who works in the Careers Office in Southampton.



Brothers **ANDREW** (left) and **SIMON KINNAIRD** both joined H.M.S. Fingard for basic training and are now at H.M.S. Collingwood for specialized training as control electrical artificers. Their father, Mr. **WILLIAM KINNAIRD**, was a submariner for 25 years.



H.M.S. Ambuscade's three aviators with their commanding officer, Cdr. Mike Gretton (second from right) who reckons he is partly qualified to join the trio by virtue of the fact that he drives a gas turbine ship! The real aviators are (from left) Lieutenants Harry Cook, Rick Manning and Colin Ferbrache, respectively the navigating officer, flight commander and ops. officer. The picture was taken while the ship was visiting Yarrow's at Glasgow.

Picture: LMEM Greatrix.

H.M.S. Centurion gave a very special thank you to U.S. Navy **COMMANDER JACK FLIKEID**. Before returning to America he was installed as an honorary Centurion — only the sixth man to receive the honour.

Commander Flikeid has been Liaison Officer since 1975 at the Naval Pay Records and Drafting Computer Establishment at Gosport.



VICTORY CLUB

HMS NELSON - PRESENTS

MAY '79

DAY/DATE	WHAT'S ON	WHO'S ON	TIME	ADM.
THURS. 3rd	POP NIGHT	FOUNDATIONS & DJ JOHN THOMPSON	8 till midnight	70p
MON. 7th	DISCO	DJ PETE CROSS	8 till 1130	30p
THURS. 10th	POP NIGHT	HI FLAME & DJ JOHN THOMPSON	8 till midnight	70p
SUN. 13th	DISCO	DJ RICHARD WOOD	8 till 1130	30p
MON. 14th	DISCO	DJ PETE CROSS	8 till 1130	30p
THURS. 17th	POP NIGHT	THE DELEGATES & DJ JOHN THOMPSON	8 till midnight	70p
SUN. 20th	DISCO	DJ RICHARD WOOD	8 till 1130	30p
MON. 21st	DISCO	DJ PETE CROSS	8 till 1130	30p
THURS. 24th	POP NIGHT	HELEN DAY AND THE WILD AFFAIR PLUS DJ JOHN THOMPSON	8 till midnight	70p
	DISCO	DJ PETE CROSS	8 till 1130	30p
THURS. 31st	POP NIGHT	THE MIXTURES & DJ JOHN THOMPSON	8 till midnight	70p

FILM NIGHTS ARE TUESDAYS AND WEDNESDAYS (EXCEPT 29th)

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Face to face with a 'Haslar hero'



"Haslar hero" Mr. Alfred Weeks inspects three members of the Lind Class, all of whom were accommodated in Weeks Mess. From the left, they are JMAs Paul Nunn, Keith Parkes and Johnston Tully.

A hero's welcome awaited 72-year-old Mr. Alfred Weeks at R.N. Hospital, Haslar, when he arrived to inspect trainees passing out from the R.N. Medical Staff School.

Six messdecks in Haslar bear the names of sick berth ratings decorated for gallantry during World War II, and Mr. Weeks is one of the Haslar heroes!

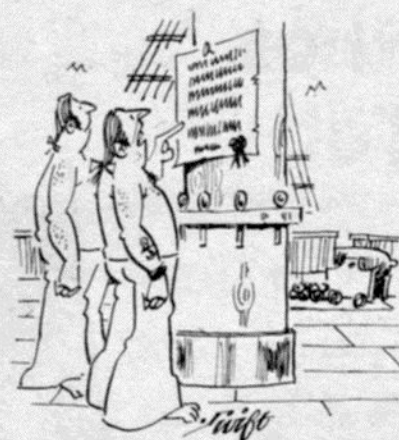
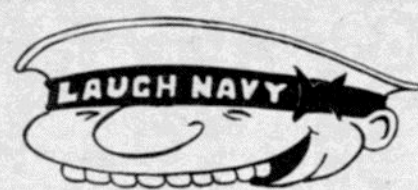
Readers help

When the Medical Branch Part 2 accommodation block was redecorated last year, it was decided to name the messdecks after sick berth staff decorated for courage. With the help of Navy News readers, Haslar duly named the messes, then discovered that one of their chosen few, Mr. Weeks, was alive and well and living in Wiltshire.

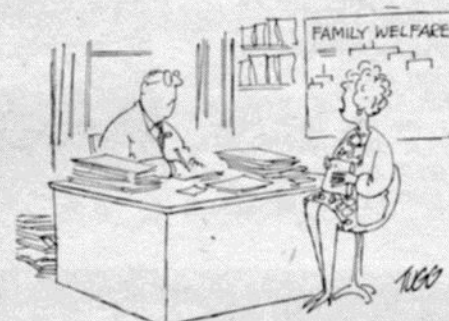
He was asked to be guest inspecting officer at the passing out divisions of Lind Class, who had occupied Weeks Mess during their 18 weeks of Part 2 training at the Medical Staff School.

Mr. Weeks lunched with training officers, inspected divisions, presented Red Crosses and prizes — and visited the messdeck that bears his name.

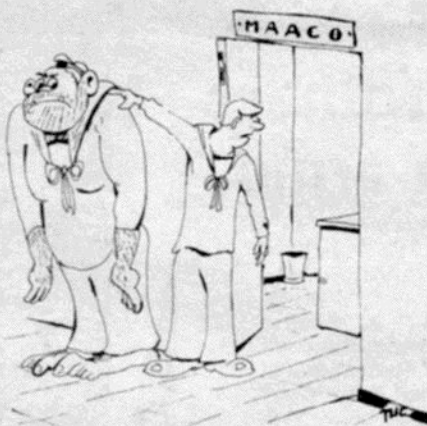
Mr. Weeks was awarded the DSM for "great courage and devotion to duty in the face of enemy air attacks" in H.M.S. Illustrious during the famous convoy battle to Malta in 1941. He was a sick berth CPO at the time.



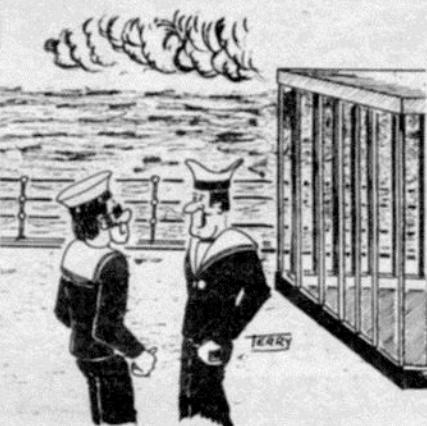
"Look at this — a flogging at 1030 ... a keelhauling at 1130 ... a hanging at 1230 ... a plankwalking at 1330 ... they should sack that ruddy entertainments officer!"



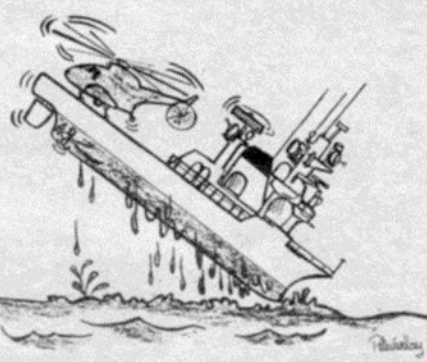
"I know 'e's in the Navy, and sailors go to sea — but not all day!"



"Master ... we've got a junior 'ere who refuses to shave."



"I think we're getting a Lynx on board ..."



"Dammit Johnson, how many times do I have to tell you ... UNHOOK the helicopter from the DECK before you take off!"

War art on show in Belfast

Admiral Sir Terence Lewin, First Sea Lord and Chief of Naval Staff, returned to his former ship, H.M.S. Belfast to open "Conflict at Sea 1939-1945" — an exhibition of 60 paintings by John Hamilton.

The paintings, now on permanent view in the Belfast, were purchased by Bank Line, CT Bowring Ltd., P and O Lines, Ellerman Lines, Ocean Trading and Transport, Associated Fisheries, and Blue Star Line.

The cost of mounting the exhibition was met by a generous gift by the artist and from donations to a second appeal by Admiral Lewin, Sir Harold Wilson, Mr. Patrick Duffy, Mr. Peter Bowring, and Rear-Admiral M. C. Morgan Giles, former chairman of the H.M.S. Belfast Trust. City Livery Companies were prominent among subscribers to the appeal.

Admission to the exhibition, which opened on April 5, is free, but there is a charge for admission to the Belfast.

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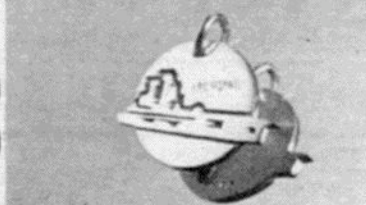
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ROYAL OAK DIVING EXPED FOR TV FILM

A diving expedition to help in the production of a TV documentary film about the sinking of H.M.S. Royal Oak will be mounted in Scapa Flow by the Royal Navy and Royal Marines Sub Aqua Club.

The expedition will be in two phases — from July 30 to August 16 and from August 15 to September 4. Another expedition organized by the club begins on May 18 to continue archaeological survey of H.M.S. Assurance, off the Isle of Wight. The divers also plan to raise items from the protected wreck.

Members of the R.N. and R.M. club and of the Naval Air Command Sub Aqua Club (NACSAC) are invited to apply to join the Scapa expedition and phase two of the Isle of Wight project, from August 27 to September 8. Closing date for applications is May 31. Membership for phase one of the Island expedition has already been closed.

SCILLIES WRECK

Expedition members will be expected to be at least third-class divers "in date" medically and able to be spared from duty. Expeditions officer is Sub-Lieut. Norman Wiseman, Heron Flight, R.N. air station, Yeovilton, Somerset.

Meanwhile, NACSAC is mounting an expedition in the Scillies from June 12 to July 26 to survey in more detail the Pednathise Head wreck site and to continue the search for the wrecks of H.M. ships Rodney and Firebrand which both foundered on October 22, 1707. Membership for this expedition, to be run jointly with the R.N. and R.M. club, has also closed.

Discovery hand-over

Captain Scott's famous Antarctic exploration ship, H.M.S. Discovery, has been handed over by the Royal Navy to the National Maritime Trust.

It is planned to refit and restore the ship, now berthed on London's Victoria Embankment, and eventually open her as a museum of exploration.

Flag Officer Medway (Rear-Admiral Charles Williams) handed over the ship on behalf of the Admiralty Board. Represented at the ceremony on April 2 were the R.N.R., R.N.X.S. and Sea Cadet Corps, all of which have used the Discovery since she was commissioned as a Royal Navy ship in 1955.

Piping party at the handing-over ceremony was provided by the 14th Richmond Sea Scout Group, the first Scouts to stay overnight in the Discovery in 1937 — and the last Group to stay in her in 1979.

ROYAL NAVAL ASSOCIATION

HEAD OFFICE: 82, CHELSEA MANOR STREET,
LONDON SW3 5RU. TELEPHONE: 01-352 6764



Circle this date in your diary

Diaries have their uses. Kept up to date they are a pocket cure for mental blanks, absent-mindedness, oversight, wool-gathering and other vagaries, which can cause a lot of unnecessary aggro.

To avoid this risk, underline in diaries the date Saturday, October 27. It's the date fixed for the annual R.N.A. Reunion, which will be held at the Royal Festival Hall, London.

Tickets are on a "first come first served basis," so when the green light is given, order your tickets pronto. Those not required can always be returned.

On the subject of diaries, No. 9 and 11 Areas had the smart idea of producing a combined one—a slim 6in. by 3¼in. version with the R.N.A. crest on front and area addresses inside. The venture was masterminded by Shipmate Jim Wilcock, of Harrogate.

£1 EACH

The diaries sell at £1 each plus VAT provided 2,000 are ordered (they are cheaper if the order is more)! Those interested should contact Shipmate Wilcock at 21, Wharfedale Avenue, Harrogate, North Yorks, HG2 0AU. Orders and cash must be received by June 20 to enable delivery at Reunion.

Smart silver, marcasite anchor earrings, are just the job for birthday and anniversary presents, or as a peace offering! A pair can be bought from Headquarters at £4.35 plus VAT. They are available with pierced and screw fittings, in both drop and non-drop styles.

WARWICK

September is a month of some significance for Warwick. It marks their 25th anniversary, which they hope to celebrate in style with some help from Shipmates of other branches. Visitors are welcome at branch meetings, held on the third Friday of each month at the Vine Inn, Stratford Road, Warwick.

Sunday, May 13, is Shrewsbury's big day. Their first standard will be dedicated in the presence of Admiral of the Fleet Sir Michael Pollock, who will inspect the parade and take the salute. Sittingbourne's first dinner-

dance in 14 years was a "smash hit" with an attendance of 110 members and friends. It was so successful that another dance has been planned for Saturday, October 20. Visitors are welcome to branch meetings held on the first and third Wednesdays of the month at The Ship, East Street, Sittingbourne.

BOSUN'S CALL

A silver bosun's call was the gift from Liverpool to their local Sea Cadet unit, which has changed its name from T.S. Belton to T.S.

successful. The branch has 25 enthusiastic members. The Christmas draw made a profit of £38 which was sent to the Royal British Legion who have recently opened a branch in the town.

Christchurch House, Waterden Road, Guildford, is the new venue for the monthly meeting of the Guildford Branch of the Association of Wrens, who welcome ex-WRNS, WRNRs, WRNVRs and QUARNNS. Those interested should contact Mrs. R. Acton, Wychwood, Coltsfoot Drive, Burpham, Guildford.

RALLY

The fourth rally organised by No. 4 Area at Pontins, Barton Hall, Torquay, proved as popular as ever. Among the 400 who attended were National Council chairman Shipmate A. Wootton, and president of No. 7 Area, Shipmate T. Davies. Cdr. R. Rolls, training commander Britannia Royal Naval College, was guest of honour at the dinner and the church service was conducted by Shipmate the Rev. H. Kennen, Newton Abbot branch padre.

The week-end ended with an impromptu show staged by shipmates of No. 4 Area, with Shipmate C. Thompson of Weymouth as M.C.

At the annual meeting the following were elected: Shipmate Kennett (Portland) chairman; Shipmate Tremlett (Bristol) president; Shipmate G. Morel (Beer) treasurer and Shipmate Vera Bell, secretary.

The standard bearers competition, judged by Royal Marines from Lympstone, was won once again by Shipmate Pete Dickson (Portland), with Shipmate Ben Goodman (Wells) the runner-up.

Shipmate Thwaite, secretary Wantage takes us to task for seeming to say in the April issue that only members of the branch who work days attend meetings and social events, which is far from the case. And, for the record, branch members are saving to buy a new standard to replace their present one, which was dedicated on September 6, 1964.

On a similar topic, Edenbridge, extend an invitation to branches to attend the dedication of their standard on October 6, followed that evening by a buffet and dance at Hever Castle. For details contact Shipmate P. Avis, telephone Edenbridge 864391.

OBITUARIES

Shipmate J. C. (Jack) Collins, ex-CPOWTR, Bishops Cleeve, died suddenly, March 14.
Shipmate Arthur Griffiths Cox, ex-CPO, Sleaford, died February 4.
Shipmate Harry Skinner, ex-stoker First Class, Thetford (Norfolk).
Shipmate Jack Brickell, former sergeant attached R.N. Hong Kong, Thetford (Norfolk).
Shipmate John Astle, treasurer and vice-chairman New Ferry branch, died after a short illness, aged 56.

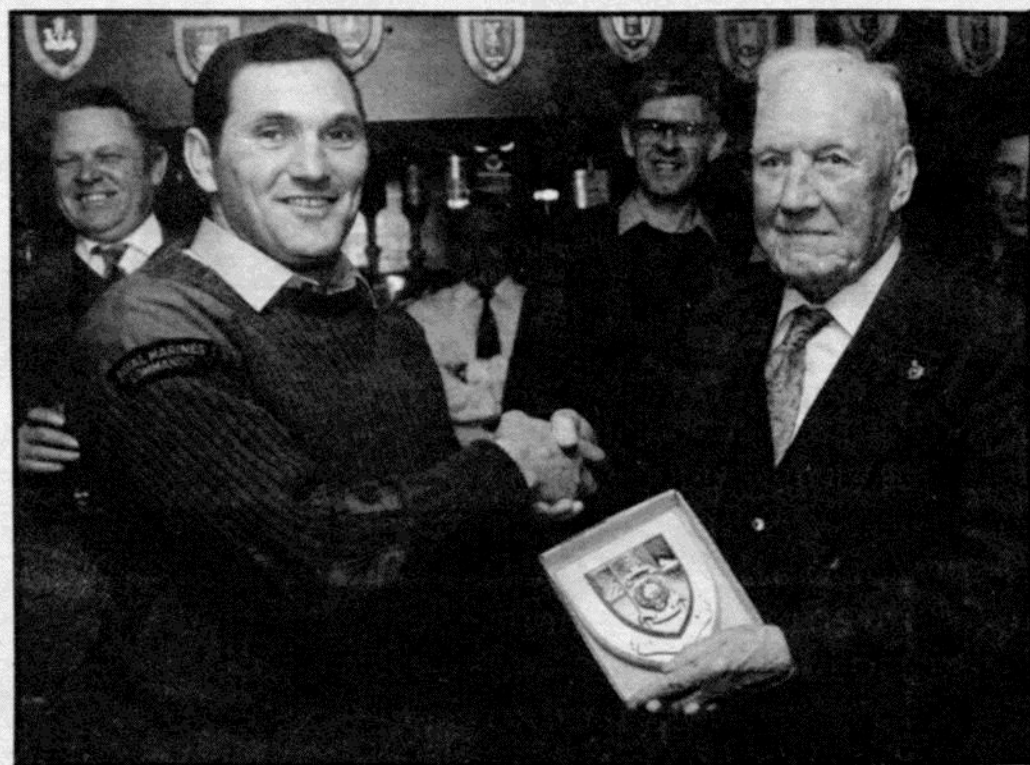
BRANCH NEWS

Liverpool. The presentation was made on behalf of the branch by the chairman, Shipmate T. Ward.

Highlight at No. 7 Area annual meeting was the inauguration of Gloucester branch, which has 36 members with "room on board for ex-members of the Royal Navy, Royal Marines and Fleet Air Arm". Mess meetings at The Judges Lodgings, 29, Spa Road, Gloucester, are held on the second Tuesday of the month, and a social get-together, with wives, on the fourth Tuesday. The inauguration was attended by the President of the R.N.A., Vice-Admiral Sir Ernle Pope, local dignitaries, the Rev. Chandos Morgan, and representatives of the German Marinekameradschaft in Datteln and Ludinghausen. Cadets from T.S. Gloucester piped the guests aboard.

PROFIT

Chairman of Bridlington, Shipmate C. A. Braithwaite, reported at the annual meeting that the monthly meetings had proved



AMETHYST REUNION PLANNED

Remember the Yangtse Incident? ... July 31 marks the 30th anniversary of the dash to freedom by the frigate H.M.S. Amethyst, trapped by Communist artillery in the Yangtse River for 101 days. Now the wife of one of the survivors of the action is planning a reunion of the ship's company in London as near to July 31 as possible.

Mrs. Sheila Smith, of 22 Camperdown Street, Stoke, Plymouth, has already contacted about 40 survivors. Among them is Vice-Admiral Sir Peter Berger (Flag Officer Plymouth) who — as Lieut. Berger, the Amethyst's navigating officer — won the D.S.O.

Twenty officers and men died as a result of the action, including her commanding officer, Lieut.-Cdr. Skinner. The dash which held the world's attention was made under the command of Lieut.-Cdr. John Kerans.

Mrs. Smith's telephone number is Plymouth (0752) 58771 and, between 9 a.m. and 5 p.m., Plymouth 67807.

Plaque for veteran Ted

A handshake and a plaque remind 97-year-old Mr. Ted Doe of a memorable day at the Royal Marines Museum, Eastney, WOI Vic Harris, the Mess President, presented Ted with the plaque after he had been winned and dined in the sergeants' mess.

Ted joined the Royal Marines Light Infantry in 1902. He served as a gun layer during the First World War, and in armed merchant ships when the Marines were required to wear civilian dress.

Ted founded the Salisbury Unit of the Sea Cadet Corps, and ended up with the rank of lieutenant-commander.

REUNIONS

The National Association of Korean War Veterans, which has two London branches, invites enquiries from ex-servicemen who hold the Korean and United Nations medal. Men of H.M.S. Jamaica were the first casualties of the war and action by 41 Commando Royal Marines won them a United States Presidential citation. Those interested should contact Mr. Alan Moody, 6, Windsor Road, Wanstead, London E11 3QU, giving service details.

The 12th reunion of those who served in H.M. ships Beagle, Boadicea and Bulldog 1939-45 will be held in London on Saturday, May 12. For details write to Mr. A. Back, 30, Cottenham Park Road, London SW20 0SA.

The 20th anniversary of the commissioning of U.S.S. Skipjack, in which the first crew of H.M.S. Dreadnought carried out initial nuclear training, is being celebrated by a reunion of old shipmates planned for July 21 at the SUBASE in New London, Connecticut. R.N. submariners are invited to attend and details can be obtained from the Commanding Officer, U.S.S. Skipjack (SSN 585), FPO New York, New York 09501, U.S.A.

The annual reunion of the 1st Destroyer Flotilla (1942-1945) Association will take place at Portsmouth over the week-end October 20-21. Those who served in H.M. ships Albrighton, Berkeley, Bleasdale, Brocklesby, Calpe, Fernie, Garth, Penylan, Stevenstone, and the F.F.S. La Combattante,

the H.Nor.M.S. Eskdale and Glaisdale and the ORP Krakowiak, Kujawak and Slazak interested in attending should contact Mr. D. Clare, sec. 1st Destroyer Flotilla (1942-1945) Association, Holme Bungalow, Glebe Road, Newent, Glos., GL18 1BJ.

H.M.S. Coventry "Old Hands" Association will hold its annual reunion in the Victory Club, H.M.S. Nelson on Friday, May 4, at 1800 hours. Details from Mr. E. M. Skelly, 17, Avon Crescent, Stratford-upon-Avon, CV37 7EX.

Portsmouth Command Field Gun Crew will hold an annual reunion on Saturday, June 23, at H.M.S. Excellent. Association members and ex-field gunners are welcome.

The North West Federation of Naval Associations held their third reunion on February 16, at the Astoria, Raventall, attended by more than 300 members of nine Associations. Other associations interested in the North West should contact Mr. T. Holmes, 20, Hendon Street, Leigh, Lancashire WN7 1TS, Tel. Leigh 606865.

The Royal Naval Physical Training Branch Association holds a biannual reunion in H.M.S. Temeraire on Friday, June 22, immediately after the RNPTBA's annual meeting. Tickets will cost £2 and applications must reach the Hon. Secretary, RNPTBA, H.M.S. Temeraire, Flathouse Road, Portsmouth, by June 1.

CALLING OLD SHIPMATES

Mr. R. Sisson, 24, Stirling Road, Bilton, West Midlands, WV14 8AT, welcomes news of old shipmates of H.M. ships HMS Collingwood, August - October class 1942 and of H.M. ships Corsair and Sumar 1943-44.

LMA Paul Lucas, Sick Bay, H.M.S. Bac-

chante, BFPO Ships, would like to get in touch with Medics who trained in Sherrington class R.N. hospital Haslar, July - November 1972 with view to holding a reunion.

Mr. L. Ryan, P.O. Box 3577, Auckland, New Zealand, will be visiting Britain mid-September and would like to meet former shipmates of the Royal Marines, CSgt. L. W. Russell and Sgt. Oscar Owen of H.M.S. Cornwall and Sgts Ford and Lewis of H.M.S. Liverpool or any former friends.

Mr. Harold F. Reed, 55, Victoria Road, Bicester, Oxon, wants to contact old shipmates from H.M. ships Emperor of India (1926), Eagle (1929-31), Crescent (about 1934), Ceres, Fitzroy, and Duncan (1938-39), and Phoebe (1946-48).

Mr. R. S. Jackson, 7, Bentcliffe Drive, Leeds 17, Yorks, wants to know the whereabouts of an artist named Grieves who taught art during 1944-45 at the R.N. barracks H.M.S. Victory. The artist painted portraits and was possibly a HO rating, who gave classes in his spare time.

Mr. E. L. (Punch) Townsend, 34, Brook Street, Barry, South Glam (telephone: Barry 734927), served as a leading seaman in the cruiser H.M.S. Birmingham during the Korean War, 1952-54. He would like to contact any of his former shipmates, particularly Chodo Smith, Nobby Norfolk, or Pinky Farrell, the ship's P.T.I., with a view to holding a reunion.

COASTAL FORCES VETERANS ASSOCIATION

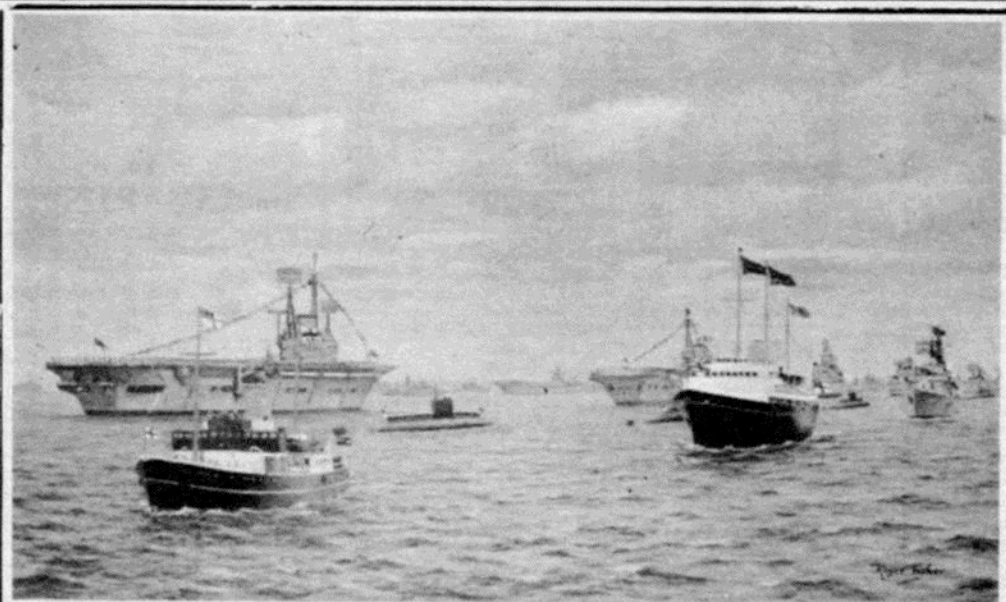
Membership of the C.F.V.A. is open to any officer, rating or member of WRNS who served in or with coastal forces in any form or department.

The object of the Association is to foster the spirit of comradeship which existed in both world wars and to keep in touch all over the world.

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EX-WREN "SMUDGE" 1956 HMS Pembroke, now 43 and divorced, wishes to hear from any old shipmates or make new friends. Box No: Navy News 470.

LADY teacher, divorced, aged 46, wishes to correspond with single naval or ex naval gentleman view friendship — who knows eventually!

SEPARATED lady, mid-forties, wishes to correspond with unattached, sincere naval man. Many interests include dancing, swimming. Photo appreciated. Box No: Navy News 473.

ATTRACTIVE lady early thirties would like to correspond with genuine naval gentleman 30-37. Photo please. Box No: Navy News 473.

YOUNG LADY, enthusiastic letter writer, wishes to correspond with naval officer aged 23-33. Box No: Navy News 475.

SOMEWHERE there must be a genuine naval officer 35-50 happy to write / meet an educated attractive femme. Petite and fair haired. Now single again and based in Plymouth. Box No: Navy News 476.

LADY 42, attractive, pleasant disposition, would like to hear from mature sincere gentleman. Box No: Navy News 481.

LADY, 45, living South Coast, varied interests, reasonably slim, pleasant appearance, would appreciate congenial male company. Box No: Navy News 480.

SMART NAVAL WIDOW would like to correspond / meet naval gentleman, 40-ish. Box No: Navy News 479.

YOUNG LADY (20) living in Somerset wishes to correspond with Servicemen 25-30. Box No: Navy News 482.

MISCELLANEOUS

"SHIPS MONTHLY," the magazine for ship lovers ashore and afloat, is running a series of articles "Guide to Ships of the Royal Navy" which, when completed, will form a comprehensive guide to today's Fleet. "Ships Monthly" — 45p from your newsagent, or send 55p for current issue to "Ships Monthly," Kottingham House, Dale Street, Burton-on-Trent DE14 3TD.

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MEMO TO WHOM IT MAY CONCERN: Mummy (43) and I (10) are seeking a kind friend in the Royal Navy who will brighten both our lives. Please write to us at Box No: Navy News 486.

FEMININE attractive divorcee, thirties, Portsmouth area, seeks intelligent male company for social life. Photo please. Box No: Navy News 474.

RETIRED NAVAL OFFICE, 67, collection over many years of much naval law and history (non-academic) would like to contact established author (with a willing publisher) view suggestions and research assistance. Box No: Navy News 467.

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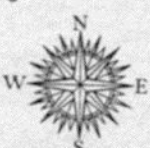
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LETTERS EXTRA

Another Ganges encore!

Correspondents seem determined that the saga of the Ganges debate should not be allowed to die.

James Doyle, of Gananoque, Ontario, writes that he was the only Canadian boy under training at the establishment from September, 1939, to May, 1940. With tongue firmly in cheek he writes:

"I have been expecting to read of a new protest group being formed, called perhaps the Ganges Liberation Front. The GLF could then appeal to the Human Rights Commission of the United Nations. This is the age of protests, and, as we all know, the squeaking wheel gets the grease."

"I have only one problem, and lie awake at

nights fretting about it. Since I didn't know any better, and with terrible Ganges training, I eventually wound up as a chief GI, and I worry if I'll be put on the GLF hit-list.

"In one lifetime I passed from the ranks of the persecuted to those of the persecutors. But I have seen the error of my ways. The brutal heart within me hangs heavy and tears of shame blur my beady little eyes."

The author of the book which set off all this correspondence would like to add more "final words" and so would several others, but Navy News believes that readers generally will believe that enough is enough, and that Mr. Doyle's hilarity is not a bad note on which to repeat, "The End."

Trophies traced to Canada

I am pleased to report that the Dominion Shield, mentioned in a letter from Mr. W. C. Tinnion, of Workington, Cumbria, and the silver loving cup are safe and sound and on permanent display in the Wardroom of the Canadian Forces Base Esquimalt, formerly known as H.M.C.S. Naden.

A retired naval officer has given me the following information about the two magnificent trophies:

"In the early 1900s there was great controversy in Parliament as to whether Canada should make a contribution to the Royal Navy or whether they should form their own navy. I think it was a Borden government that advocated that for the time being at least Canada should make a contribution to the Royal Navy and their idea was that they would make sufficient contribution that two battleships should be built, and one of them was to be H.M.S. Dominion.

"The group who advocated a donation to the Royal Navy collected all these monies and presented the Royal Navy with these gifts, which included the shield, cup and such.

"When H.M.S. Dominion paid off, the Admiralty had all this silver and they very kindly said Canada would like this and so they shipped the whole lot to us."

My informant was in Halifax

Centurion camouflage

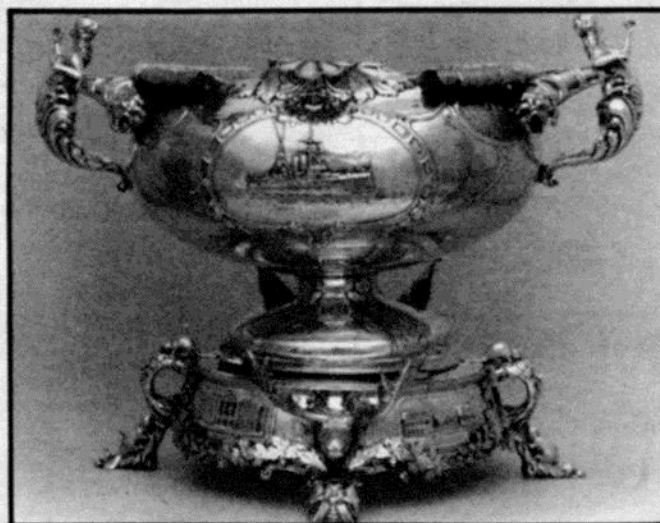
Regarding the item about the H.M.S. Centurion camouflage and Claude Muncester, and the letter by F. A. J. Brady, I agree the camouflage was well done and at a distance fooled most people, but I am afraid that the engine-room personnel's remarks would be unprintable. This was because, in the work of disguising the ship, a funnel was removed and prefabricated structure erected in its place.

Unfortunately, this enclosed not only the uptake exit, but the inlets to the boiler-room fans. That meant that the products of combustion from the boilers, relying on a funnel for dispersal, were trapped inside the box-like structure and the exhausting gases were drawn back into the boiler-rooms.

The camouflage may have been successful in fooling the enemy, but it was also nearly successful in getting rid of the boiler-room personnel, who had got into the habit of breathing at regular intervals and did not appreciate the temperature, which rose to 110 degrees F and above in midwinter in the Atlantic.

There was much activity with jackknives, etc., on that canvas screening during the hours of darkness.

I have never seen in print anything of the Centurion's operation before her short period in the Med. The ship's company was made up of men from all three depots, and the operation they "volunteered" for would do credit to the pen



From Canada, in response to the inquiry about the Dominion Shield, came pictures which included this one of the magnificent silver loving cup.

in about 1921 when the memorabilia was returned to Canada, and so one can assume that it was then divided between the east and west coasts and thus H.M.C.S. Naden received their share. — C. H. Shaw, Captain(N). Canadian Forces Base Esquimalt, F.M.O., Victoria B.C.

Duke's

□ yacht

The death of the Duke of Westminster brought to my mind that at one time he or a forbear had a yacht which was an ex-S or T-class destroyer.

Has any reader any recollection of this ship? I remember a picture in a national paper showing her anchored in the Thames.

Having served in a couple of this type of destroyers, I have often wondered what her original name was. — S. S. Malyn, Church Stretton, Salop.

PROMOTIONS

Half yearly promotions of officers of the SD and Supplementary Lists Royal Navy, SD List Royal Marines and WRNS have been announced. The following officers have been provisionally selected for promotion to date as shown:—

Special Duties List Seamen. To Commander (October 1, 1979): F. D. Wilson, M. D. Y. Phillips.

Engineering. To Commander (October 1, 1979): N. R. Miskin, R. S. Collins.

Supply and Secretariat. To Commander (October 1, 1979): I. K. Brooks.

Royal Marines: To Major (September 7, 1979): R. T. F. Riden, To Major (October 20, 1979): J. Dawson, To Captain (October 1, 1979): I. R. A. Healey, E. J. Birch.

Supplementary List: Seaman. To Commander (September 1, 1979): A. W. English.

Women's Royal Naval Service. To Chief Officer (October 1, 1979): A. C. Spencer.

The following promotions on the Special Duties List have been approved with effect from April 1, 1979, subject to medical fitness:

Seaman. To Lieutenant Commander: J. H. McDermott, I. A. J. Marlow, J. M. Gawley, A. P. Pudney, P. C. Lee, A. Rowbotham, P. J. Cantelo.

Engineering. To Lieutenant Commander: W. A. Goodchild, W. G. Button, R. H. Whitfield, T. E. Smith, A. E. Saunders, M. Don, T. D. Jones, B. E. Collier, D. Castley, A. J. Batson.

Supply and Secretariat. To Lieutenant Commander: D. F. Rust, K. Hill, J. H. R. Jorgensen.

Medical Services. To Lieutenant Commander: I. Latimer.

W.R.N.S.

The following promotions have been approved with effect from April 1, 1979:

To Superintendent: D. P. Swallow.

To First Officer: W. E. H. McCombe, J. L. Bertram, P. A. Davies.

To Second Officer: J. A. Robson, C. M. McGhee, M. E. McCrae, J. Blacklock, S. M. McGregor, J. E. Tarbet, E. J. Thornton, D. E. Bell, L. E. Holmstrom, P. J. Fletcher, M. E. Greenop, H. J. Aston, S. V. Norbury, S. C. Harding, A. A. Thomson.

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:—

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To MAA — C. M. Prouse (Fisgard).

OPERATIONS

To CPO (OPS) (R) — D. R. Nunn (Newcastle), M. Painter (Dryad).

To CPO (OPS) (M) — R. D. Scarrott (Sirius).

To CPO (OPS) (S) — B. K. West (Vernon).

To CPO (SEA) — E. E. Baxter (Pembroke), P. F. Reader (Alert), D. I. Haldenby (Excellent), M. Pearson (Raleigh).

PHYSICAL TRAINING AND RECREATION

To CPOPT — J. B. May (Warrior).

COMMUNICATIONS

To CCT — D. K. Thomas (Mercury), D. Hammersley (Mercury), D. Owen (Mercury), J. T. Lennon (Mercury), P. Jackson (Mercury).

MARINE ENGINEERING

To CMEM — R. Bateman (Diego Garcia), E. A. N. Langford (Sultan), P. F. Toms (Buildog), K. R. Slater (D.G. Ships), T. E. Cartwright (Scylla).

FLEET AIR ARM

To CAF (AE) — D. R. Lambert (Seahawk), K. B. Buller (820 NAS).

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Three more Type 42s

Orders for three more Type 42 guided missile destroyers for the Royal Navy have been announced — the 12th, 13th and 14th of the class.

They will be "stretched" versions — 436 ft. long compared with the 410 ft. of the first ten.

The orders have gone to three yards: Vosper Thornycroft (U.K.) Ltd., Southampton; Cammell Laird, Birkenhead; and Swan Hunter, Wallsend on Tyne. The ships' armament will include the Sea Dart missile system and automatic rapid fire 4.5 inch gun, and they will operate the new Lynx helicopter.

Orders for two more Type 22 "all missile" frigates were also placed in late April. Like the first four of the class, they are to be built by Yarrow (Shipbuilders) Ltd., Scotstoun.

The first Type 22, H.M.S. Broadsword, has

just been accepted into Royal Navy service.

Negotiations for the building of a seabed operations vessel are going ahead with Scotts Shipbuilding Co. Ltd., of Greenock, with a view to a production order being placed within the next few months. Orders for associated equipment with long dated delivery times are also being placed.

The vessel would provide the Navy with an ability to find, inspect, work on and recover objects on the seabed at much greater depths than is now possible.

Vosper Thornycroft (U.K.) Ltd has been invited to tender for the construction of their fourth MCM vessel of the Hunt class. The new vessel, constructed in glass reinforced plastic, will be the third ship of the Royal Navy to carry the name H.M.S. Brocklesby.

HIGH OLD TIME FOR ARIADNE...

Scunthorpe, Luneburg in West Germany, and H.M.S. Ariadne all have something in common — each other! Scunthorpe and Luneburg are twinned, and Scunthorpe has adopted the Ariadne.

Which all proved useful when the Leander-class frigate put in to Wilhelmshaven in mid-March for an assisted maintenance period. The Ariadne is the longest serving member of NATO's Standing Naval Force Atlantic.

The Oberburgmeister of Luneburg and senior members of his staff were invited on board for lunch, and they lost no time in asking ten of the ship's company to visit them in Luneburg.

Three officers and seven junior ratings were formally received in the city the following day and entertained royally. Luneburg's ancient town hall has links with England which go back to King Arthur's reign.

Quick to return!

Back in the Royal Navy after retiring in 1974 is Lieut. Peter Quick, believed to be the first Seaman officer to re-enter under recently announced terms.

A qualified aircraft direction officer on the S.D. list, Lieut. Quick has joined H.M.S. Mercury, initially as a navigation instructor.

Now aged 49, he has been offered three years service, with the possibility of extensions.

Leap for joy!

"We've been seen off for a day's pay" was the cry which went up from some who, noting that the current pay year has a February 29, claimed that the new annual rates had been divided by 366 to produce the daily rate.

Not so, Navy News was assured. The awards were calculated the other way round on a daily basis and the annual rate produced this year by multiplying by 366.

'Far East Force' report

Press speculation that a small force of Royal Navy frigates might be based East of Suez drew the response in late April that there had been no change of policy on the question of a permanent presence there.

One report had suggested that the island of Diego Garcia on the Indian Ocean was expected to become a base for both a permanent British and American, and possibly Dutch, force of warships.

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (Int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during March.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters Assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)/RS(W) — Int (26.9.78), Nil; LS(EW)/LRO(W) — Dry, 5; PO(M) — Int (18.11.78), 7; LS(M) — Dry, 4; PO(R) — Int (20.1.78), Nil; LS(R) — Dry, 8; PO(S) — Dry, 1; LS(S) — Dry, 11; PO(D) — Dry, Nil; LS(D) — Dry, 3; PO(MW) — 161, 2; LS(MW) — Dry, 1; PO(SR) — Dry, Nil; LS(SR) — Dry, 5; POPT — 78, 1; RPO — 245, 3; RS — 328, 1; LRO(G) — Dry, 9; CY — 158, 1; LRO(T) — Int (13.6.78), 9; PO(SM) — Dry, 5; LS(SM) — Dry, 7; RS(SM) — Int (15.3.77), 1; LRO(SM) — Dry, 9; PO(UW)(SM) — Int (7.12.77), Nil; LS(UW)(SM) — Dry, 1; POMEM — Dry, 23; LMEM — Dry, 45.

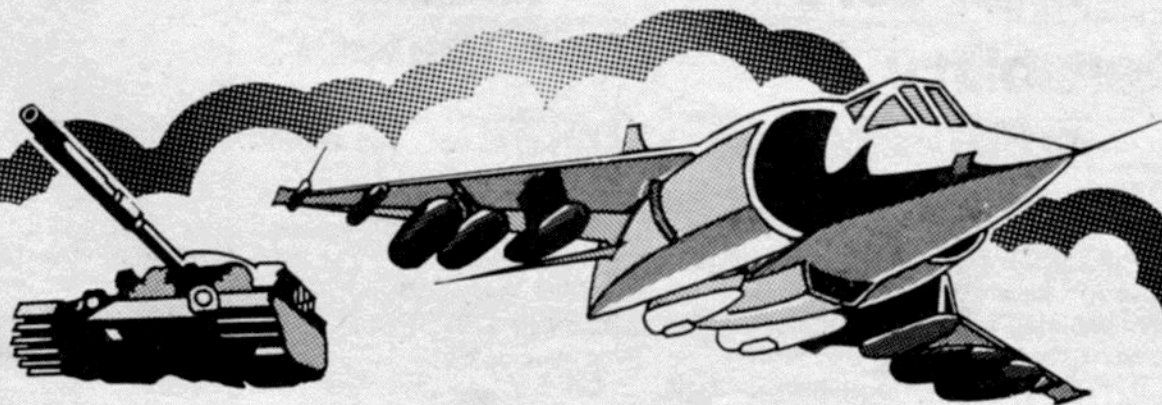
POCEL — Dry, 2; LCEM — Int (27.2.79), 11; POEL — Dry, 11; LOEM — Dry, 18; POREL — Dry, 9; LREM — Dry, 16; POWTR — Int (14.4.77), 5; LWTR — Int (4.12.78), 8; POSA — 289, 1; LSA — Int (29.3.77), 7; POCA — Dry, Nil; LCA — Dry, 1; POCK — 457, Nil; LCK — Int (1.12.76), 1; POSTD — 231, 7; LSTD — Int (20.2.78), 10; POMA — 240, 4; LMA — 121, 8; POAF/POAM(AE) — 307, Nil; LAM(AE) — 201, Nil; POEL(A) — 255, 2; LEM(A) — 122, 4; POREL(A) — 87, Nil; LREM(A) — Int (15.7.77), Nil; POEL(AW) — Int (22.9.78), Nil; LEM(AW) — Int (11.2.77), Nil; PO(AH) — 282, 3; LA(AH) — Int (18.8.77), 7; PO(ASE) — 675, Nil; LA(SE) — Int (30.9.77), Nil; POA(PHOT) — 497, 1; POA(MET) — 186, Nil; POACMN — 279, Nil.

POWRENAF(AE) — 254, Nil; LWREN AM — 171, 2; POWREN CK — Int (7.2.78), Nil; LWREN CK — Int (23.4.78), Nil; POWREN DSA — Int (16.6.78), Nil; LWREN DSA — Int (22.7.77), Nil; POWREN MET — 165, Nil; LWREN MET — Int (1.6.77), Nil; POWREN PHOT — 229, Nil; LWREN PHOT — Int (4.10.77), 1; POWREN R — 106, Nil; LWREN R — 74, 3; POWREN RS — Int (15.3.77), 1; LWREN RO — 91, 3; POWREN STD G — 323, Nil; LWREN STD G — Int (11.5.78), Nil; POWREN STD O — Dry, 1; LWREN STD O — Int (22.11.77), Nil; POWREN SA — Int (4.7.78), 2; LWREN SA — Int (1.2.77), 1; POWREN TSA — 149, Nil; LWREN TSA — 163, Nil; POWREN WA — Dry, 1; LWREN WA — Int (25.3.77), 1; POWREN WTR G — 53, Nil; LWREN WTR G — Int (21.2.77), 3; POWREN WTR P — Int (28.9.77), Nil; LWREN WTR P — Int (9.8.77), Nil; LWREN WTR S — Dry, 1; POWREN DH — Int (6.5.77), Nil; POWREN REG — Dry, Nil.

APOLLO MEETS APOLLO



All Apollos together, now ...! Boys of the Apollo Cub Scout Pack from Havant lend a hand with a shot mat aboard H.M.S. Apollo as she enters Portsmouth Harbour. The Cubs were invited to join their namesake frigate for a day of navigational manoeuvres for the benefit of Dartmouth sub-lieutenants. Pictured with the boys are (from left) ABs Young, Wright and Barnes.



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Essential qualifications are a good standard of technical education and experience in the operation, maintenance and repair of harbour floating equipment, land based equipment diesel and petrol engines with sound organising ability and personnel training experience. Whilst fluency in French is not essential a good working knowledge of the language is a pre-requisite.

The appointment will be on a two year contract basis which is renewable and the salary will be \$2108 per month free of tax with additional 25% payable in local currency.

Six weeks home leave after 12 months service with paid transportation. Benefits include low rental modern air conditioned furnished accommodation, free medical care and life insurance. Free schooling for children up to the age of 14 years will be provided on location with liberal allowance to cover education outside West Africa above that age. Please send career details, quoting ref: H409/DT to: Charles Hyde, Charles R Lister International Limited, Aeradio House, Hayes Road, Southall, Middlesex UB2 59J.

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HELPING HANDS

883-mile run for the money

To run the 883 miles from John O'Groats to Land's End in five days — and in foul weather — says a lot for the stamina of 12 sailors from H.M.S. Zulu, not forgetting "Marjorie," who went along for the ride.

The team was led by Zulu's Master-at-Arms, Ralph Swan and Marjorie — a 1932 Morris Major coupe, built from scrap and driven by its owner CPO John Wilton.

Each of the two six-man teams took turns in covering 70-mile legs, in relays, averaging 7½ m.p.h.

The going in bitter weather was testing, particularly at night. Outside Lancaster a car ran into the back of one team's mini-bus. No one was injured but more than four hours were lost attending to repairs.

The marathon, which started at noon on March 25 and ended at Land's End five days later, was expected to raise £2,000 to help research into multiple sclerosis.

Accompanying the runners were two mini-buses and a Land-Rover, besides Marjorie.

When St Mary's Day Centre for the elderly at Portsmouth appealed to the Royal Marines at Eastney for help, members of the Corporals and Marines Club responded by painting and redecorating the centre and inviting 30 of the senior citizens to the club. The visitors, some in wheelchairs, were wined and dined and given a conducted tour of the Royal Marines museum.

Fifty-four soccer teams competed in the Solent Fives competition at H.M.S. Daedalus which raised £200 for the King George's Fund for Sailors. The competition, played on a league basis, was won by Locks Heath F.C.

A sponsored swim at H.M.S. Temeraire by members of the ship's company of H.M.S. Antrim raised £133 for TV's "Magpie" appeal for the deaf and blind.

A netball team from H.M.S. Nelson, led by LWPT Sharon Brown, brightened up a rainy day for the mentally handicapped at Portsmouth's Dundas Lane Training Centre. The Wrens took on a team of the handicapped to mark



End of the road for H.M.S. Zulu's charity runners. Here the president of the West Cornwall Multiple Sclerosis Society, Lady Dorothy Carrington, greets CPO John Wilton (standing) and MAA Ralph Swan with Marjorie the car at Land's End.

the opening of the centre's new netball court — and lost to the appreciative home side.

During a five-day courtesy visit to Southampton, four members of the ship's company of the offshore patrol ship H.M.S. Shetland raised £55 towards the Mayor's fund for charities.

Before leaving on South American deployment, H.M.S. Warspite entertained children from Devonport Royal Dockyard children's home — Mary Tavy. The children were taken on a conducted tour of the submarine, saw a film and had tea. Before leaving they were presented with photographs and souvenirs.

The friendship between H.M.S. Bulwark and their adopted home for the handicapped — Corben Lodge at Milton, Portsmouth — goes from strength to strength. Recent get-togethers included a social evening at the Lodge followed by a visit to the

Bulwark by staff and residents.

The visitors were shown around the flight deck and hangar, saw a naval film and a display by the Royal Marines, then had some refreshments. A number of residents also attended the Bulwark's recommissioning dance.

The recent affiliation of H.M.S. Otus to the town of Torrington in Devon, inspired three of the boat's crew to raise money for a local charity by embarking on a 72-hour fishing marathon.

Sponsored at the rate of a penny an hour, LSUW Rod Hunt, LMEM John Peach and LOEM Mick O'Brien were hoping to raise more than £100.

Eight members of the ship's company of H.M.S. Londonderry made sure that the children of their adopted ward at Lord Mayor Treloar Hospital, Alton, were not forgotten at Easter. The sailors arrived with armfuls of Easter eggs and other gifts for the young patients, some of whom are bedridden.

Chippy chips in . . .

A Barbados school for mentally handicapped children will have many reasons to remember H.M.S. Scylla long after her deployment in the Caribbean.

Canefield House School near Bridgetown was sorely in need of restoration and redecoration — before the Scylla arrived. Her "senior citizen" — Shipwright Michael "Chippy" Keir who joined the R.N. in 1947 — led a team of do-it-yourselfers to the school to give it a facelift.

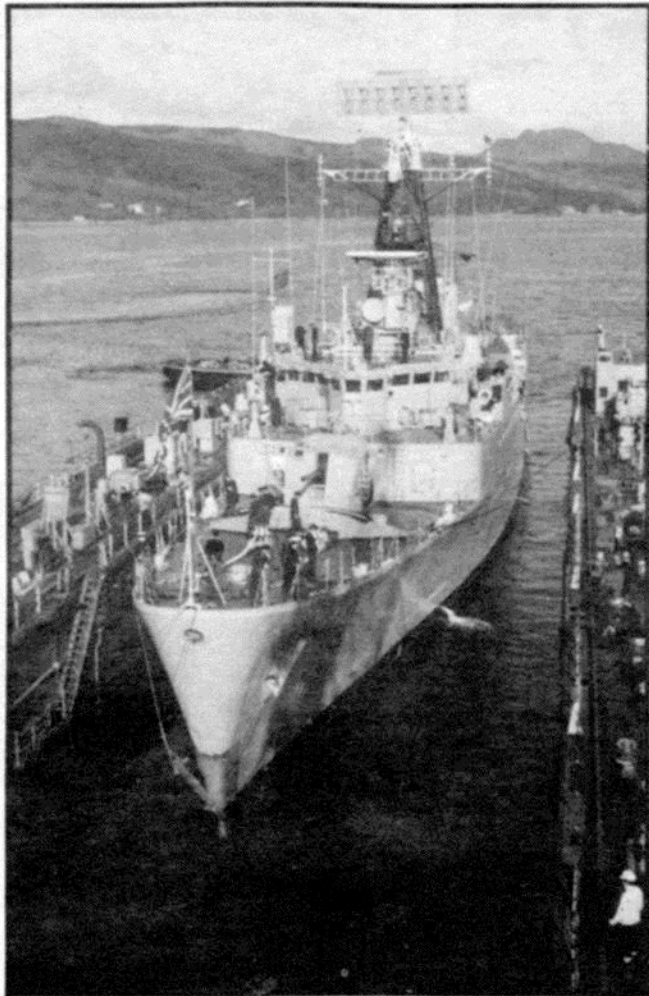
He and two others hung a new door, changed stair bannisters, renewed floorboards and mended swings and slides. Chief Bosun's Mate Geoff Francis directed the painting and decorating to give a new look to the woodwork, the hall and three rooms.

Honour

Chippy, last naval shipwright apprentice to be trained at Chatham Dockyard, and RO Wigglesworth had earlier been given the honour of hauling down the Union Flag for the last time in St Lucia, during the island's independence ceremony.

H.M.S. Scylla Paraded the Colour at the celebrations attended by Princess Alexandra and representatives of half the world's nations. It was the finale of an eventful deployment of the ship; she had spent New Year at Nassau, visited Guadalupe during the four-power summit there, and had made a storm-tossed visit to Belize via Colombia.

Fore!... and aft in the Arctic



"Open golf" can have more than one meaning, as the ship's company of H.M.S. Nubian discovered when they played a nine-hole tournament on board — north of the Arctic circle! CPO Colin Deakin organised the square-ball tournament while the frigate was operating in the stormy seas and biting winds off northern Norway. It was a farewell match for one of the players, Lieut. Phil Belli of the Royal Marines. Twenty-man R.M. platoons in sea-going frigates are being cut down to 10-man units, and their officers are gradually being withdrawn. Lieut. Belli has been appointed area schools liaison officer in the north-west Midlands.

RUSSIANS

During her operations in U.K. coastal waters, the Nubian was given a chance to shadow some Soviet naval hardware when she was despatched to intercept a group of Russian warships off the south-west approaches to the English Channel.

The Russians had left the Mediterranean at the start of what is thought to be their spring exercises. The group included the aircraft carrier Kiev, a Kresta II-class missile cruiser and a modified Kashin-class destroyer.

Be our guest

H.M.S. Nubian becomes the first frigate to berth in the Fleet's largest floating dock normally used to repair and maintain nuclear submarines. Minor repairs were carried out to the ship's stem while she sheltered in the 38,500-ton AFD 60 at H.M.S. Neptune, the Clyde submarine base.

Picture: LA(Phot) R.C.H. Hodgson.

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British Limbless Ex-Service Men's Association

'GIVE TO THOSE WHO GAVE — PLEASE'

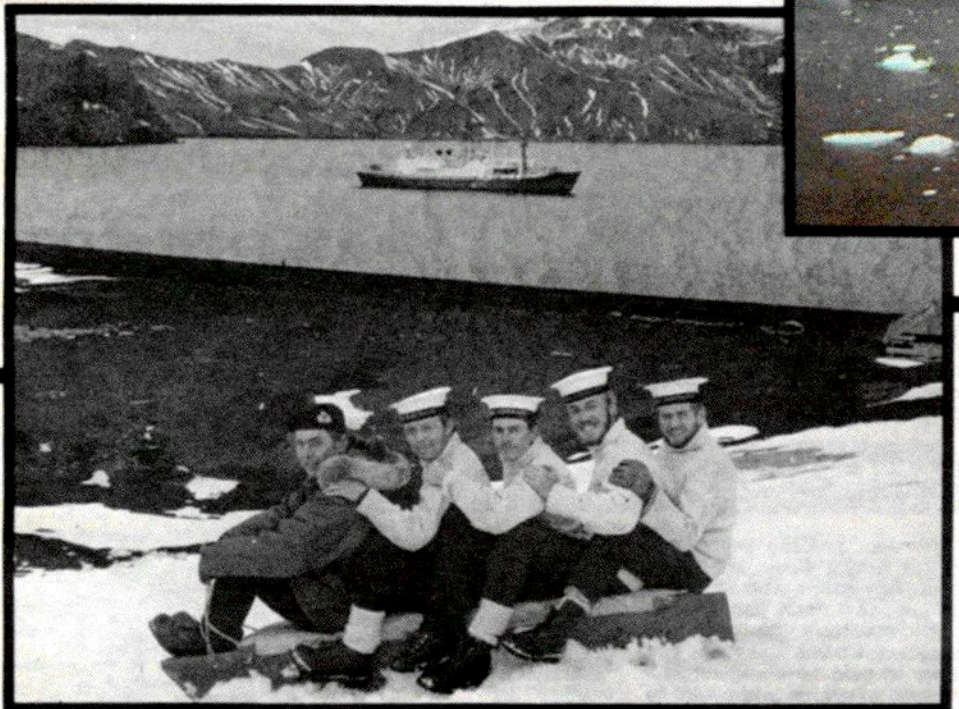


● Above: Hydra in a hot-spot. The hydrographic vessel, pictured in the Elphinstone Inlet on the Oman coast, arrived back in the U.K. last month with H.M. ships Herald, Fox and Fawn after surveying off the Iranian coast.

● Right: Endurance in the ice. Against an equally impressive backdrop, the ice patrol ship H.M.S. Endurance goes about her business in Antarctica.

● Below: Taking a break in the Deception Islands for a sleigh-ride in the snow are the Endurance's commanding officer, Capt. J. T. Lord, and Able Seamen Gary Tongs, Jerry Tidmarsh, Graham Culham and Pete Sheehy.

Endurance pictures by LA(Phot) Paul Gibson



Surveying? It's enough to make you go . . .

ALL HOT AND COLD!



Walking beats running ...

Adventure ashore relieved the monotony of weeks of running in the Clyde exercise areas for ratings from ships of the Fifth Frigate Squadron.

The Isle of Arran was selected for adventure training expeditions by H.M. ships Hermione, Juno and Ambuscade of the Fifth Squadron, joined by ratings from H.M.S. Sirius of the Sixth Squadron later in the four-week enterprise.

Base camp was established in Glen Rosa by the Ambuscade so that more than 200 ratings could spend between a day and a week walking and

camping in the island.

Weather consisted of sunshine, snow, rain — and gales which in the third week tore through the campsite, forcing the expedition to seek the shelter of a local hostel.

The Hermione visited Kendal, her affiliated town in Cumbria, berthing at Barrow-in-Furness 35 miles away.

Some of the ship's company visited the old and infirm at local hospitals and a home for the elderly, while others gave a party on board for handicapped children.

THOROUGHLY MODERN MINERVA



Here's to Minerva! LSA Graham Herbert's wife was at hand to record the occasion when H.M.S. Minerva recommissioned. She is LWren (Phot) Lynn Herbert, who is on Flag Officer Medway's staff, and the couple are pictured celebrating by PO(Phot) Roger Smart.

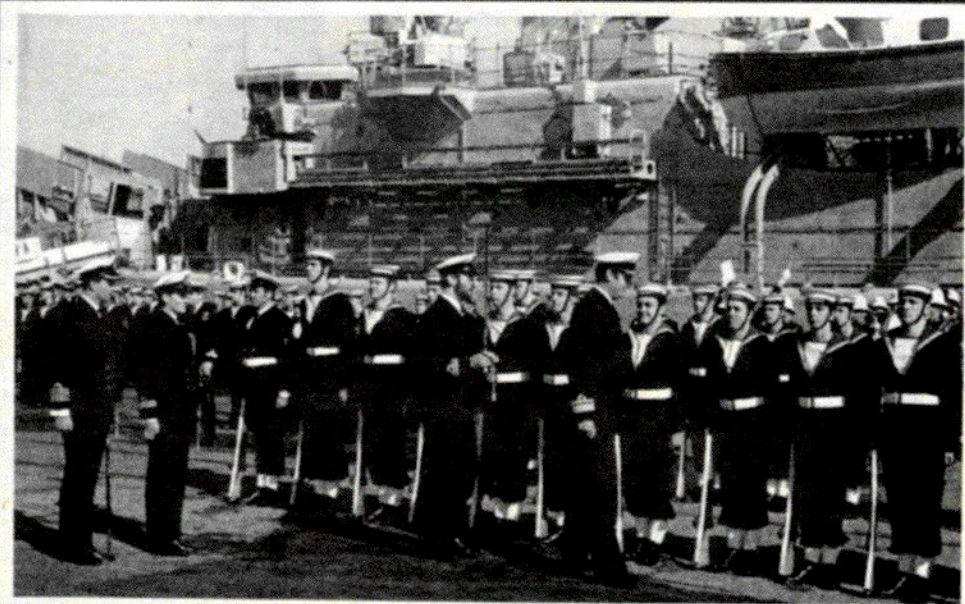
The "new" H.M.S. Minerva and her ship's company were as smart as paint for the recommissioning of the Leander-class frigate in Chatham at the end of March. The ship had just completed a three-year modernization that included the fitting of Exocet missiles.

Guests of honour were Flag Officer Medway (Rear-Admiral Charles Williams) and Mrs. Williams; Flag Officer First Flotilla (Rear-Admiral D. J. Halifax) and Mrs. Halifax; and the Mayor of Salford (Councillor David Dow) and Mrs. Dow.

AFFILIATION

The commissioning cake was cut by Mrs. Sara Bathurst, wife of the commanding officer, Capt. David Bathurst, aided by the youngest rating, JS Neil Green.

The Minerva has formed an affiliation with Salford and although the ship is unable to dock there, she will be visiting Liverpool later this year.



Flag Officer Medway (Rear-Admiral Charles Williams) inspects the ship's guard during the recommissioning ceremony.

ES billets

Following is the list of Extended Service billets currently vacant. One billet is available in each case, except where stated:

Captain SM1: MEA(P)1 (2), Chatham FMG: MEA(P)1; CPO(OPS)(M), H.M.S. Collingwood: REA1 (9); CE1 (3); CE1 (7); CE1: REA: CREA: CPO(OPS)(S); CPO(OPS)(M); FOSM: CE1: MEA(H); Neptune: MEA(P)1; MEA(H); MEA(H); CPO(OPS)(R); CE1(SM); MEA(P) (3); CE1(SM); REA1(SM); CE1(SM) (2); R.N.R. Wireless: CRS: R.N.R. Ulster: COEL: SMA Portsmouth: CREA/ REA: CREA (2); COEL: REA1: POEL: POEL/ CE1 (2); COEL: POEL (2); CMEA: H.M.S. Sultan: CMEM (2); POMEM: MEA(H); MEA(P); MEA(P); CE1: REA: H.M.S. Cambridge: CPO(OPS)(M); PO(M); H.M.S. Dolphin: CMEM: H.M.S. Dryad: CPO(OPS)(EW); H.M.S. Excellent: CE1: H.M.S. Mercury: CCY: Cochrane FMG: MEA(H) (3).

Warminster School keeps the family together . .

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GIANT HOVERCRAFT JOINS THE NAVY

VT2, a massive, 100-ton hovercraft built by Vosper Thornycroft, towers over the assembled company of the Royal Navy Hovercraft Trials Unit at Lee-on-Solent. The hovercraft, which will be used to evaluate amphibious and mine-countermeasures roles, was accepted into service last month by the Director of Naval Operational Requirements, Capt. C. D. Eckersley-Maslin.

NAVY NEWS IN BRIEF

During a visit to Devonport Naval Base, the Duke of Edinburgh saw H.M.S. Andromeda and H.M.S. Alacrity in the new frigate refit complex.

Accompanied by Flag Officer Plymouth, Vice-Admiral Sir Peter Berger, the Duke also toured the submarine refit complex now being built.

A Joint Services hovercraft expedition has returned from Kathmandu after spending three months operating a light hovercraft on the turbulent waters of the Kali Gandaki river in West Nepal.

The team, sponsored by the Joint Services Expedition Trust, opened up a previously unnavigated 55-mile stretch of the river to safe, rapid, two-way travel, and set up temporary clinics at the riverside.

With an "injured" back, neck and spleen, AB Kipper Kimpson was "rescued" from the most inaccessible part of the forward torpedo compartment of H.M.S. Onslaught during the submarine's visit to Liverpool. AB Kimpson

was acting as "casualty" in an exercise by the civilian fire service.

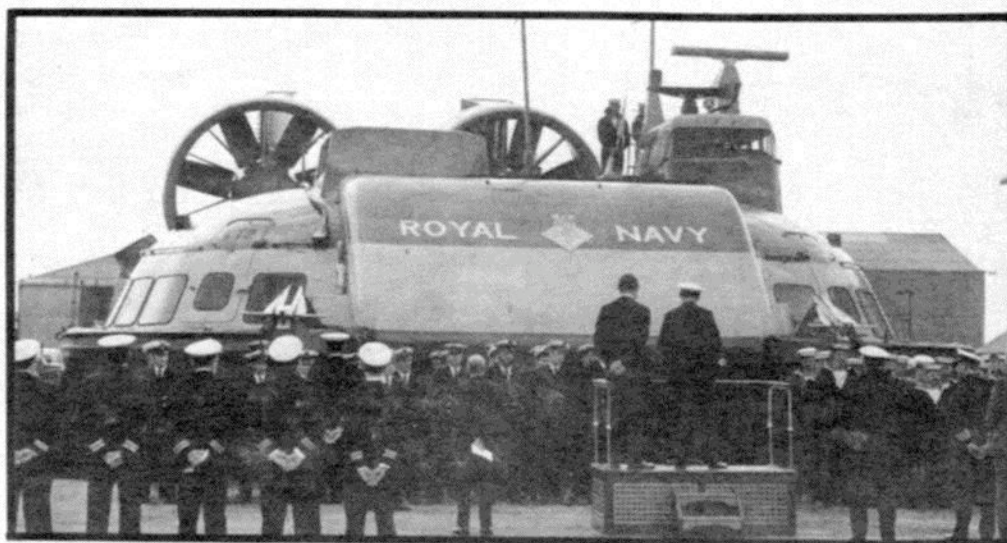
H.M.S. Kirkliston paid a week's visit to the port of Bristol.

H.M.S. Walkerton, a minesweeper converted for sea training at the Britannia Royal Naval College, Dartmouth, has been paid off by the Royal Navy and transferred to the reserve fleet on the Clyde.

The Walkerton has been at Dartmouth for eight years. She will be replaced by two Bird-class patrol boats, H.M. ships Peterel and Sandpiper.

Underwater TV was used by a Royal Navy diving team to survey the hull of the R.N.R. vessel H.M.S. President at its permanent mooring alongside the Thames embankment.

By using the TV system, specially developed for the Navy in the U.K., the technical officer on the surface was able to talk to the diver and view the hull's underwater condition. The equipment,



DIGGERS REWARDED

Free use of a ski chairlift was the "thank you" to eight senior and junior ratings who helped dig out the partially buried lift from a snow drift in Glencoe.

The sailors — Special Duties officers' list candidates — were in the area undergoing resource and initiative training having completed an eight-week course in H.M.S. Nelson's education centre preparing for GCE(R.N.) O-levels before entry to Britannia Naval College, Dartmouth.

in this case operated by a Portsmouth team, could reduce the number of unprogrammed dry-dockings.

First purpose-built launch for the MOD police at Portsmouth Naval Base has been delivered by Fairey Marine, Hamble.

The nine-metre patrol boat has a speed of 30 knots, carries a crew of three and is equipped with radar, radio and echo sounder. It brings the number of craft in the Portsmouth force to four.

A painting of H.M.S. Birmingham has been presented to the ship by Young and Rubicam Ltd. Prints of the painting have been widely used for display in recruiting offices.

Eight ex-Wrens — the youngest aged 79 — found a striking contrast between how they lived in 1917 and how Wrens live today when they paid a nostalgic visit to H.M.S. Drake.

Cinema audiences will soon be able to see how the Royal Navy train its submariners. A film crew from Global Films Ltd., a London company specialising in short documentaries for the cinema, has been shooting scenes at the R.N. Submarine School at H.M.S. Dolphin at Gosport. The results will be seen later this year.

The Royal Navy's radio station at Crimond near Peterhead has been cleared to operate at high frequency following a year's investigation by the Health and Safety Executive.

A dozen buildings in Chatham dockyard, including homes which housed Nelson's officers, are among those to be restored at a cost of more than £250,000. The Government wants to preserve the Georgian part of the dockyard

near the main gate as a living museum.

Portsmouth R.N. Volunteer Band headquarters has been moved from H.M.S. Excellent to H.M.S. Nelson. Practice room is on the first floor of Jervis Block.

Former members of H.M.S. Charybdis' company will be welcome at a de-commissioning dance at the Fiesta Suite, Plymouth, on June 5. Inquiries should be addressed to the Welfare Secretary, H.M.S. Charybdis, BFPO Ships, London.

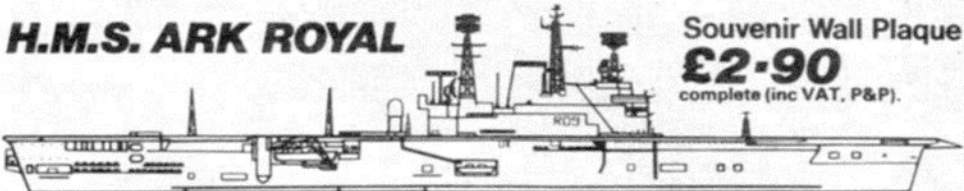
A reception is to be held at Devonport in July to commemorate the 25th anniversary of the launching of H.M.S. Dittisham. Any previous members of the ship's company wishing to attend should contact the First Lieutenant, H.M.S. Dittisham, BFPO Ships, by July 1.

Results of the R.N. Rugby Union 1978/79 grand draw: First prize (24 bottles of Wine Society's claret, 24 bottles of W.S. Burgundy, 12 bottles of W.S. ruby port): CPO Anderson, H.M.S. Dryad — ticket no. 126. Second prize (12 bottles of W.S. Champagne, 25 H. Upman grand coronas): Lieut. K. D. Hammar — no. 22226. Third prize (12 bottles of Appleton Special Jamaica rum): LS J. R. Smith, 21 Mess, H.M.S. Jupiter — no. 13976. Fourth prize (12 bottles of W.S. Vino Rosso, 12 large wine glasses): Tug Wilson, H.M.S. Churchill — no. 2441.

The 12" x 6" wall plaque incorporates an ARK ROYAL cap ribbon and a percentage of the payment goes to the Navy Weeks Trust Fund.

Also now available HMS AVENGER, HMS PLYMOUTH, HMS MOHAWK, HMS ANTRIM, HMS JUPITER and HMS ALLIANCE.

H.M.S. ARK ROYAL



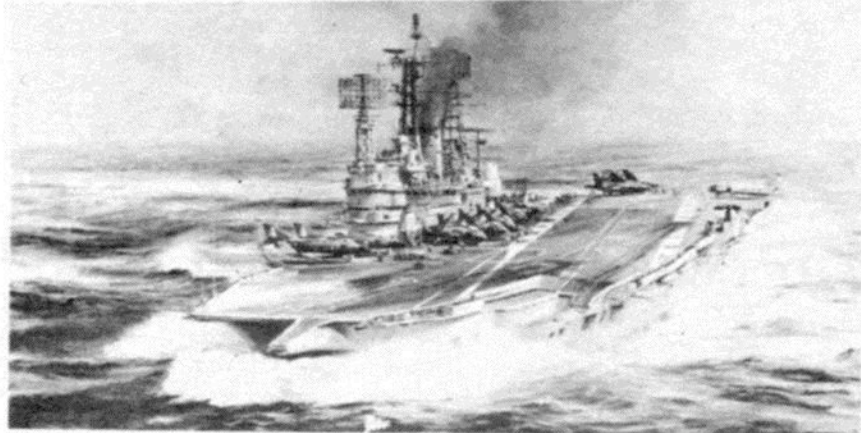
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The Robert Taylor Print of HMS ARK ROYAL (24" x 18") is now available to readers of Navy News price £2.95 plus 50p posting and packing (Postal Tube).

A very small number of copies signed by the Artist are also available at £20 — first come, first served

Please send full particulars of requirements, name and address for delivery and appropriate remittance to: TRESWAY LTD., Ridge End, Stantaway Hill, Torquay.

PEN-PALS . . .

Readers seeking penfriends in the Royal Navy are listed here. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:—
Debbie (18), single, 5ft. 8in., blonde hair, green eyes, Birmingham.
Marilyn (23), single, 5ft. 1in., brown hair, brown eyes, Pagham, Sussex.
June (39), divorced, 5ft. 1in., dark hair, brown eyes, South Harrow, Middx.
Maureen (29), single, 5ft. 3in., auburn hair, blue eyes, Selston, Notts.
Mrs. J. (25), divorced, 5ft. 4in., brown hair, two children, Bolton, Lancs.
Debbie (17), single, 5ft. 5in., brown hair, brown eyes, Harrow Weald, Middx.
Susan (40), divorced, dark hair, hazel eyes, three children, Wick, Caithness.
Kate (15), 5ft. 8in., brown hair, blue eyes, London.
Susan (22), single, 5ft., fair hair, blue-grey eyes, Oxford.
Chris (26), single, 5ft. 5in., auburn hair, blue eyes, Norwich.
Debbie (18), single, 5ft. 2in., brown hair, brown eyes, Southend-on-Sea.
Helen (15), 5ft. 6in., brown hair, green eyes, St Helens, Merseyside.
Joy (15), 5ft. 5in., brown hair, green eyes, Rainford, Merseyside.
Lee (34), divorced, 5ft. 10in., brown hair, green eyes, two children, Selby, Yorks.
Janet (15), 5ft. 1in., brown hair, green eyes, Swanmore, Hants.
Rodella (17), single, 5ft. 5in., brown hair, blue eyes, Tweedmouth, Berwick-on-Tweed.
Maureen (18), single, 5ft. 4in., brown hair, green eyes, Southend-on-Sea.
Dawn (17), single, 5ft. 4in., blonde hair, blue eyes, Birmingham.
Beverly (17), single, 5ft. 3in., blonde hair, green eyes, Tonbridge, Kent.
Tracy (17), single, 5ft. 4in., auburn hair, hazel eyes, Poole, Dorset.
Carol (24), separate, brown hair, hazel eyes, one son (4), London.
Julia (22), single, 5ft., brown hair, blue-green eyes, London.
Denise (16), 5ft., brunette, green eyes, Southampton.

Janet (22), single, 5ft. 6in., brown hair, green eyes, Knottingley, W. Yorks.
Elsie (32), divorced, 5ft. 6in., brown hair, green eyes, three children, Swindon, Wilts.
Lynette (15), 5ft. 5in., brown hair, brown eyes, Condobolin, N.S.W., Australia.
Sue (24), single, dark hair, green eyes, Holland-on-Sea, Essex.
Rita (31), divorced, 5ft. 7in., dark hair, one daughter (4), London.
Mandy (17), single, brown hair, brown eyes, Chigwell, Essex.
Rita (15), 5ft. 1in., brown hair, brown eyes, Hamrun, Malta.
Diane (17), single, 5ft. 2in., brown hair, green-blue eyes, Birmingham.
Mildred (16), 5ft. 4in., fair hair, brown eyes, Floriana, Malta.
Angie (26), divorced, dark hair, brown eyes, one son (5), Havant, Hants.
Angela (18), single, 5ft. 1in., fair hair, green eyes, Melbourne, Australia.
Corine (18), single, 5ft. 4in., brown hair, hazel eyes, Swindon, Wilts.
Christine (24), separated, 5ft. 2in., brown hair, blue eyes, one son, Newtownabbey, Co. Antrim.
Debbie (16), 5ft., fair hair, green eyes, Milton Keynes.
Jo (19), single, 5ft. 7in., fair hair, blue eyes, Cwmbran, Gwent.
Lynda (17), single, 5ft. 2in., brown hair, Rotherham, S. Yorks.
Wendy (18), single, 5ft. 8in., dark hair, blue eyes, Rochester, Kent.
Linda (19), separated, 5ft. 4in., brown hair, blue eyes, Portsmouth.
Nicola (15), 5ft. 2in., blonde hair, blue eyes, Bristol.
Sue (17), single, 5ft. 2in., brown hair, grey-blue eyes, Newark, Notts.
Diane (34), divorced, 5ft. 3in., brown hair, hazel eyes, Newton Abbot.
Susan (24), single, 5ft. 5in., dark hair, blue eyes, London.
Debbie (20), single, 5ft. 6in., brown hair, brown eyes, Walsall.
Carol (27), divorced, 5ft. 4in., brown hair, brown eyes, two children, Willenhall, W. Midlands.
Lynn (25), single, fair hair, blue eyes, Grays, Essex.
Kellie (16), 5ft. 9in., ginger hair, brown eyes, Manchester.
Ann (28), single, 5ft. 3in., brown hair, blue eyes, Liverpool.
Jean (36), divorced, 5ft. 5in., fair hair, brown eyes, one son (11), Portsmouth.
Sue (17), single, 4ft. 11in., brown hair, blue-green eyes, Wimborne, Dorset.
Denise (22), single, dark hair, green eyes, Cambridge.
Rowena (24), single, 5ft. 7in., brown hair, blue eyes, Cranborne, Dorset.

Shirley (21), single, 5ft. 5in., brown hair, brown eyes, Pontefract.
Delma (17), single, 5ft., brown hair, blue eyes, Caerphilly, Glam.
Vera (60), divorced, 5ft. 4in., white hair, brown eyes, Worthing, Sussex.
Julie (20), single, 5ft. 1in., brown hair, blue eyes, Hastings, Sussex.
Debbie (15), 5ft. 2in., brown hair, brown eyes, Farnborough, Hants.
Lynn (29), divorced, 5ft. 2in., brown hair, blue eyes, two children, Southsea, Hants.
Margaret (23), separated, fair hair, blue-grey eyes, one child, North Devon.
Julie (15), 5ft. 4in., blonde hair, blue eyes, Dartford Kent.
Debbie (16), 5ft. 4in., brown hair, hazel eyes, Swansea.
Joanna (19), single, 5ft. 6in., fair hair, green eyes, Fareham, Hants.
Karen (17), single, 5ft. 4in., brown hair, green eyes, Fareham, Hants.
Shirley (19), single, 5ft. 6in., brown hair, brown eyes, Fareham, Hants.
Liz (16), 5ft. 7in., blonde hair, green eyes, Morecambe, Lancs.
Val (19), single, 5ft., brown hair, blue eyes, Cullompton, Devon.
Sue (32), single, 5ft. 7in., brown hair, hazel eyes, Cullompton, Devon.
Susan (21), single, 5ft. 5in., blonde hair, blue-green eyes, Gateshead.
Susanne (25), single, 5ft. 3in., blonde hair, blue eyes, London.
Kath (28), divorced, 5ft. 5in., brown hair, brown eyes, Preston, Lancs.
Joan (39), divorced, 5ft. 5in., fair hair, blue eyes, Preston, Lancs.
Nina (17), single, 5ft. 4in., brown hair, blue eyes, Cheltenham, Glos.
Wendy (17), single, brown hair, blue eyes, London.
June (32), divorced, 5ft. 3in., black hair, dark eyes, one son (6), Dagenham, Essex.
Joan (16), 5ft. 6in., brown hair, blue eyes, Kilmarnock, Ayrshire.
Anne (15), 5ft. 8in., brown hair, green eyes, Tunbridge Wells, Kent.
Margaret (26), single, 5ft. 3in., brown hair, brown eyes, Frome, Somerset.
Fiona (17), single, 5ft. 5in., blonde hair, blue eyes, Codsall, Wolverhampton.
Lesanne (41), separated, 5ft. 1in., dark hair, blue eyes, Middlesbrough.
Dawn (17), single, 5ft. 5in., black hair, brown eyes, Dagenham, Essex.
Anne (22), single, fair hair, blue eyes, Plymouth.
Jenni (32), divorced, dark hair, Bodmin, Cornwall.
Phyllis (43), divorced, 5ft. 5in., brown hair, blue eyes, Wellingborough, Northants.
Theresa (22), single, 5ft. 10in., brown hair, green eyes, Tamworth, Staffs.

C-in-C's Commendation for three

Rescue feat in icy water

For his bravery in saving a trapped crane driver from drowning in freezing water a petty officer has received the commendation of the Commander-in-Chief Naval Home Command for acting "in the best tradition of the Service."

PO(MW) J. Lundon of H.M.S. Seahawk was with the Admiralty Underwater Weapons Establishment mobile trials team at Kyle on Lochalsh on January 24, acting as controller for a crane lowering a target boat from the British Rail pier.

TRAPPED

The crane toppled over the edge of the jetty, throwing PO Lundon into the water and trapping the driver in his sinking cab. The commendation reads: "With no thought for his personal safety, Lundon immediately swam to the cab, smashed the windscreen away and with great difficulty pulled the driver out." The driver had sustained a head injury and but for PO Lundon "would almost certainly have drowned."

Courage in train blaze ordeal

A surgeon officer who helped to save fellow passengers in the Taunton sleeper train fire last July has received the commendation of the Commander-in-Chief Naval Home Command, Admiral Sir Richard Clayton, for "courageous and resourceful actions."

Surg. Lieut. - Cdr. Grant McMillan of the Institute of Naval Medicine at Alverstoke was on the Plymouth-Paddington train in which 12 people died.

On the night of the fire he awoke to find his compartment full of smoke. He dropped to the floor and shouted to the other passengers to do the same.

Finding the compartment doors locked, he crawled to the bulkhead between the carriages and helped others to safety on the way. He was eventually overcome by fumes and smoke before being rescued by a guard from an adjoining carriage.

Award

When he regained consciousness he gave life-saving treatment to people at the side of the track, despite feeling ill himself. And before leaving to call emergency services he organized others to give first aid, returning with rescue equipment and giving further help

until he was himself taken to hospital.

Lieut.-Cdr. McMillan's actions have also been recognized by the Society for the Protection of Life from Fire who have awarded him a testimonial for distinguished conduct.

Trawler fire

POMEM Stephen Varley, leader of a fire-fighting team from H.M.S. Bacchante which tackled a blaze in the engine room of a French trawler in the Channel in December, has been awarded a Commendation by the Commander-in-Chief Fleet, Admiral Sir Henry Leach.

The commendation was presented to POMEM Varley by

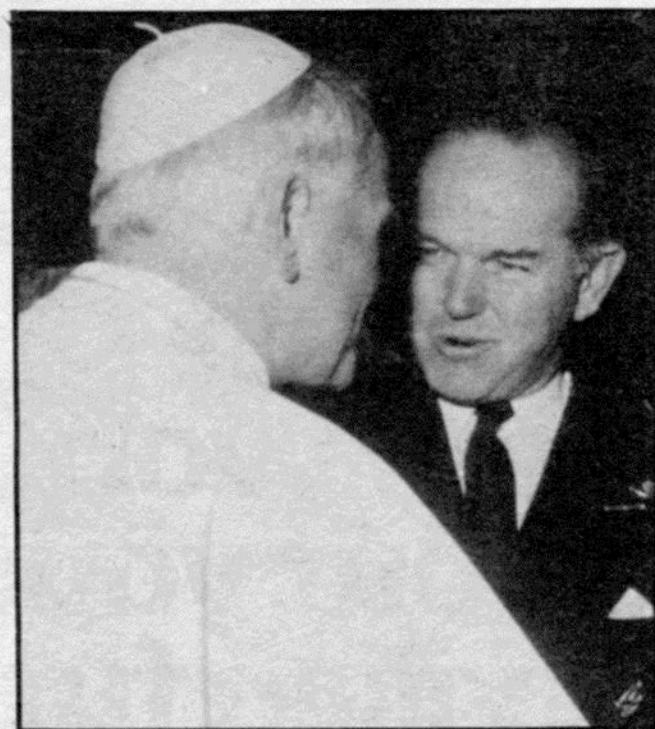
Vice-Admiral Sir Peter Berger, Flag Officer Plymouth.

The trawler, the Belamie, had been abandoned by all but the master and mate because of the high risk of the fuel tanks exploding.

"Despite this danger," says the citation, "PO Varley stayed in the engine room alone for 90 minutes in dense smoke and three feet of water, hosing down the tank until it had cooled to a safe temperature."

PO Varley, who described his four hours on board the trawler as "all in a day's work," was commended for his leadership and personal courage.

The Bacchante team pumped the vessel dry and made her seaworthy for another vessel to tow her to St Malo.



In audience

Pope John Paul II with Vice-Admiral Sir Lancelot Bell Davies, Commandant of the Nato Defense College in Rome, when the Pope granted the college a private audience. Vice-Admiral Bell Davies presented college members and their families. Among those accompanying him were Capt. and Mrs. Ortman, Cdr. and Mrs. Redman, with POSTD Manners, LCK Cole and LSTD Williams and their families.

Sheraton is back

H.M.S. Sheraton is back in service with the First Mine-countermeasures Squadron after refit in Rosyth.

Work-up, carried out with H.M.S. Orkney, resulted in an unexpected catch — an exercise mine recovered from one of the Forth exercise areas and probably laid by H.M.S. Abdiel last autumn.

After a week of degaussing at Burnt Island, the Sheraton steamed south for a route survey off East Anglia and noise ranging at Portland. She then took part in Squalex, a major exercise for the squadron.

The Sheraton's ties with her affiliated town of Fleetwood were renewed when the squadron put into Liverpool for a full programme of visits and sport. The band of Fleetwood Sea Cadets played for divisions in Sheraton and groups of local children were shown around the ships of the squadron.

... PEN-PALS

Diana (40), divorced, 5ft. 1in., blonde hair, blue eyes, Yeovil, Somerset.

Julie (16), 5ft. 6in., blonde hair, blue eyes, Newbury, Berks.

Ellen (47), widow, 5ft. 4in., grey-brown hair, grey-green eyes, Newport I.O.W.

Miss J. (19), single, 5ft. 4in., brown hair, blue eyes, London.

Tina (19), separated, 5ft. 3in., blonde hair, blue eyes, Bognor Regis.

Mandy (17), single, 5ft. 3in., brown hair, blue eyes, Harlow, Essex.

Jayne (17), single, 5ft. 4in., blonde hair, green eyes, Aberdeen, Australia.

Margaret (29), divorced, 5ft. 4in., fair hair, blue eyes, one daughter (9), Weymouth.

Kit (60), divorced, 4ft. 10in., brown hair, brown eyes, Fareham, Hants.

Debbie (17), single, 5ft. 5in., brown hair, blue-green eyes, Salisbury, Rhodesia.

Gillian (19), single, 5ft. 3in., brown hair, brown eyes, Victoria, Australia.

Anita (18), single, 5ft. 5in., blonde hair, blue eyes, Warrington, Cheshire.

Julie (16), 5ft. 7in., brown hair, brown eyes, Coventry.

Lynette (16), 5ft. 5in., brown hair, green eyes, Salisbury, Rhodesia.

Lynne (23), single, 5ft. 2in., brown hair, brown eyes, Walsall, W. Midlands.

Karen (20), single, 5ft. 4in., brown hair, blue eyes, Walsall, W. Midlands.

Helen (29), single, 5ft. 1in., dark hair, blue eyes, Grantown-on-Spey, Morayshire.

Maria (21), single, 5ft. 2in., brown hair, blue eyes, East Kilbride, Lanarkshire.

Deborah (18), single, 5ft. 7in., brown hair, blue eyes, Belfast.

Christine (23), single, 5ft. 3in., brown hair, blue eyes, Burwash, E. Sussex.

Vivienne (18), single, 4ft. 7in., brown hair, brown eyes, Ryde, Isle of Wight.

Rose (19), single, brown hair, blue eyes, Sheffield.

Doreen (40), divorced, 5ft., brown hair, brown eyes, four children, Plymouth.

Bernadette (23), single, brown hair, brown eyes, Swanley, Kent.

Louise (25), divorced, 5ft. 3in., fair hair, two children, Birkenhead, Merseyside.

Debbie (18), single, 5ft. 2in., brown hair, blue eyes, Weymouth, Dorset.

Kim (18), single, 5ft., brown hair, blue eyes, Portland, Dorset.

Lynne (29), single, 4ft. 11in., brown hair, Belfast.

Elizabeth (17), single, 5ft. 7in., brown hair, brown eyes, Wellington, New Zealand.

Nicola (17), single, 5ft. 6in., brown hair, grey-green eyes, Caerphilly, Glam.

Bernadette (18), single, 5ft. 7in., brown hair, blue eyes, Keighley, W. Yorks.

Zoe (31), widow, 5ft. 1in., dark hair, hazel eyes, Grimsby.

Miss S. (16), 5ft. 5in., brown hair, blue eyes, Caerphilly, Glam.

Lorraine (23), single, 5ft. 3in., blonde hair, blue eyes, Tiverton, Devon.

Leslie (17), single, 5ft. 6in., brown hair, blue eyes, Salisbury, Rhodesia.

Denise (24), single, 5ft., brown hair, blue-grey eyes, Leominster, Herefordshire.

Mrs. S. (32), divorced, 5ft. 2in., brown hair, Lincoln.

Marg (38), divorced, 5ft. 5in., blonde hair, brown eyes, Sherborne, Dorset.

Anita (18), single, 5ft. 6in., blonde hair, blue eyes, Warwick.

Tina-Marie (16), 5ft. 5in., brown hair, blue eyes, Salisbury, Rhodesia.

Julie (16), 5ft. 1in., brown hair, green eyes, Runcorn, Cheshire.

Caroline (20), single, 5ft. 8in., brown hair, brown eyes, Plymouth.

Joan (47), single, 5ft., brunette, Birmingham.

Pauline (21), single, 5ft. 1in., blonde hair, blue eyes, Edgware, Mddx.

Jenny (17), widow, 5ft. 1in., fair hair, blue eyes, Swindon, Wilts.

Annabel (21), single, 5ft., brown hair, blue eyes, Edgware, Mddx.

Trish (17), single, 5ft. 2in., auburn hair, blue eyes, Salisbury, Rhodesia.

Susan (16), 5ft. 2in., brown hair, blue eyes, Meopham, Kent.

Maureen (19), single, 5ft. 4in., brown hair, blue eyes, Wirral, Merseyside.

Elaine (16), 5ft. 4in., brown hair, brown eyes, Bournemouth, Dorset.

Michelle (16), 5ft. 2in., fair hair, blue eyes, Bulawayo, Rhodesia.

Jeanette (19), single, 5ft. 6in., brown hair, brown eyes, Liverpool.

Pat (21), single, 5ft. 7in., brown hair, brown eyes, Preston, Lancs.

Lynn (24), single, 5ft. 3in., brown hair, blue eyes, Preston, Lancs.

Carol (21), single, 5ft. 6in., brown hair, green eyes, Sefton, Merseyside.

Karen (21), single, 5ft. 7in., brown hair, grey eyes, Liverpool.

Kim (20), single, 5ft., brown hair, hazel eyes, Blackpool.

Jenny (20), single, brown hair, brown eyes, Swanley, Kent.

Debbie (16), 5ft. 5in., brown hair, blue eyes, Warley, W. Midlands.

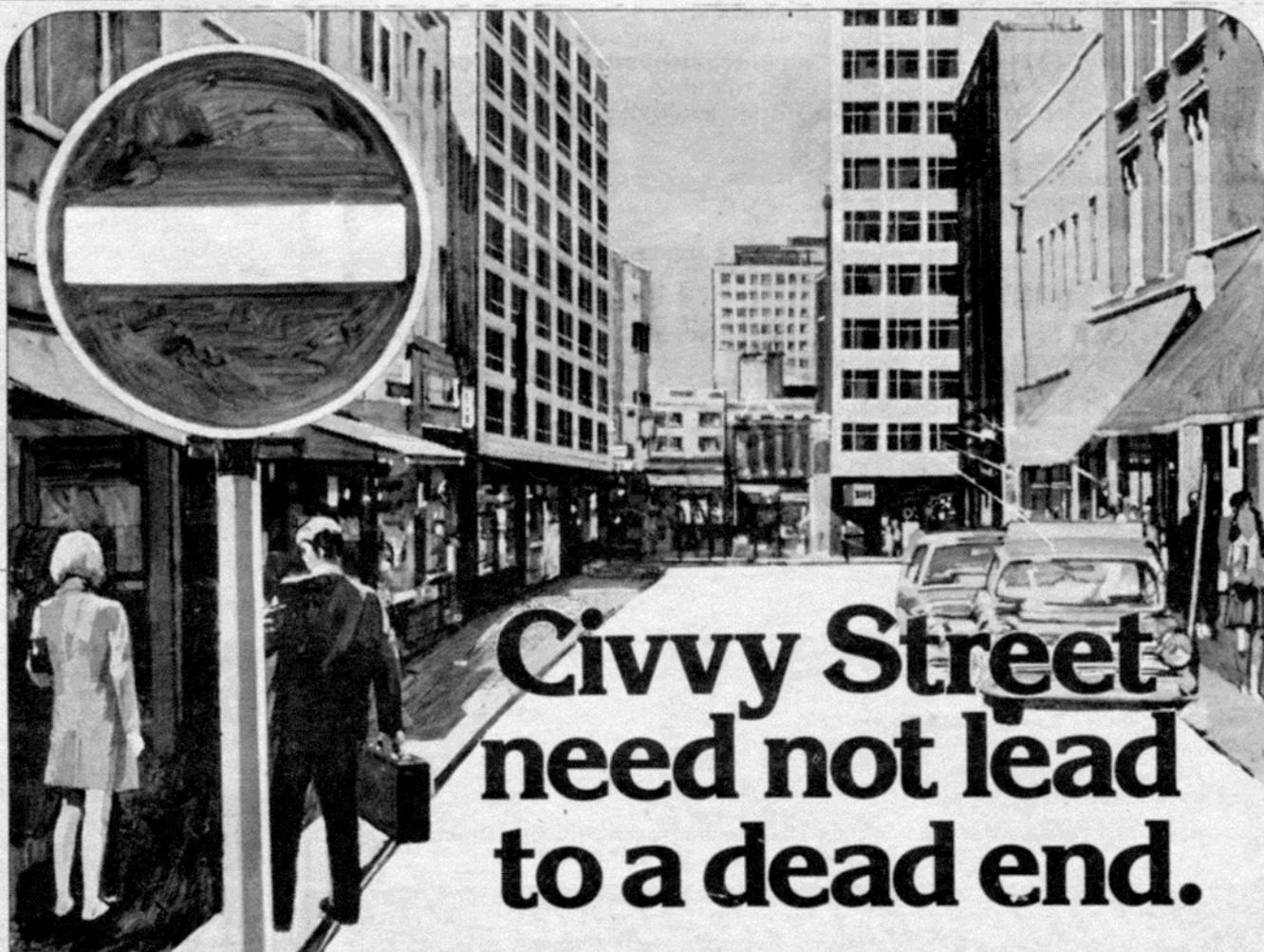
Jane (16), 5ft. 4in., brown hair, brown eyes, Wimborne, Dorset.

Patricia (27), single, 5ft. 10in., blonde hair, blue eyes, Glasgow.

Maureen (47), divorced, 5ft. 6in., auburn hair, green eyes, one child, Selston, Notts.

Kathy (21), single, 5ft. 4in., brown hair, grey-green eyes, Clitheroe, Lancs.

Angela (17), single, 5ft. 2in., brown hair, green eyes, Manchester.



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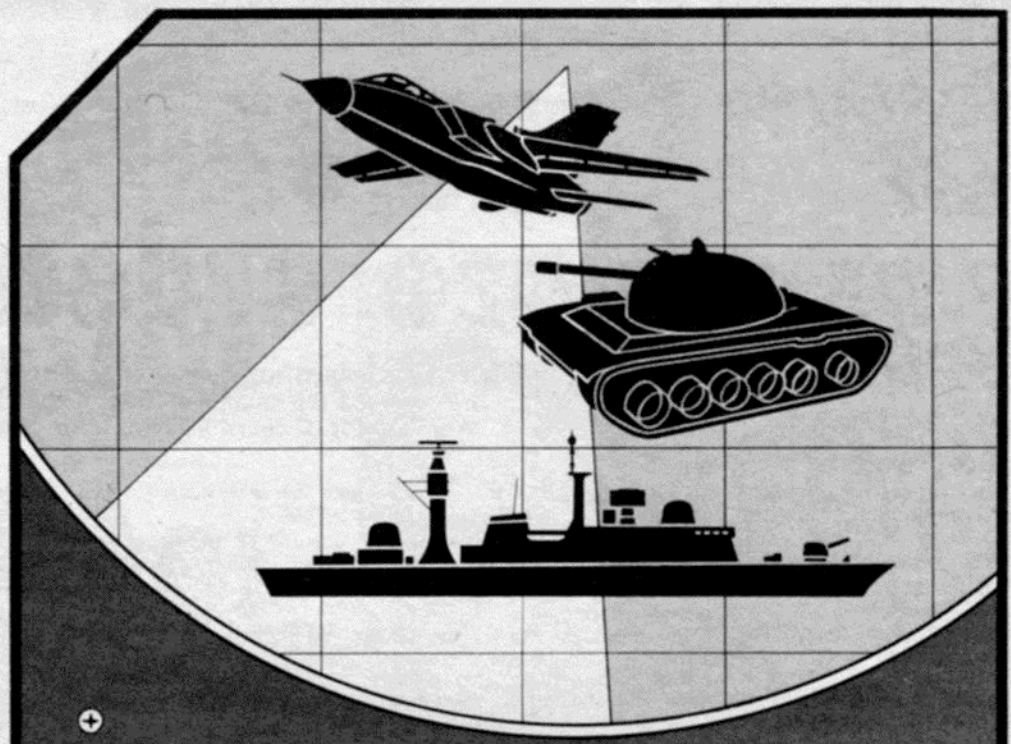
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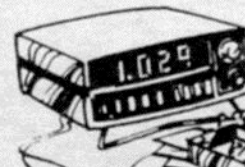
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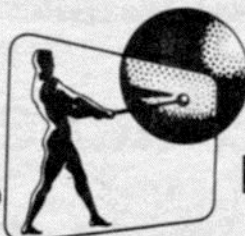
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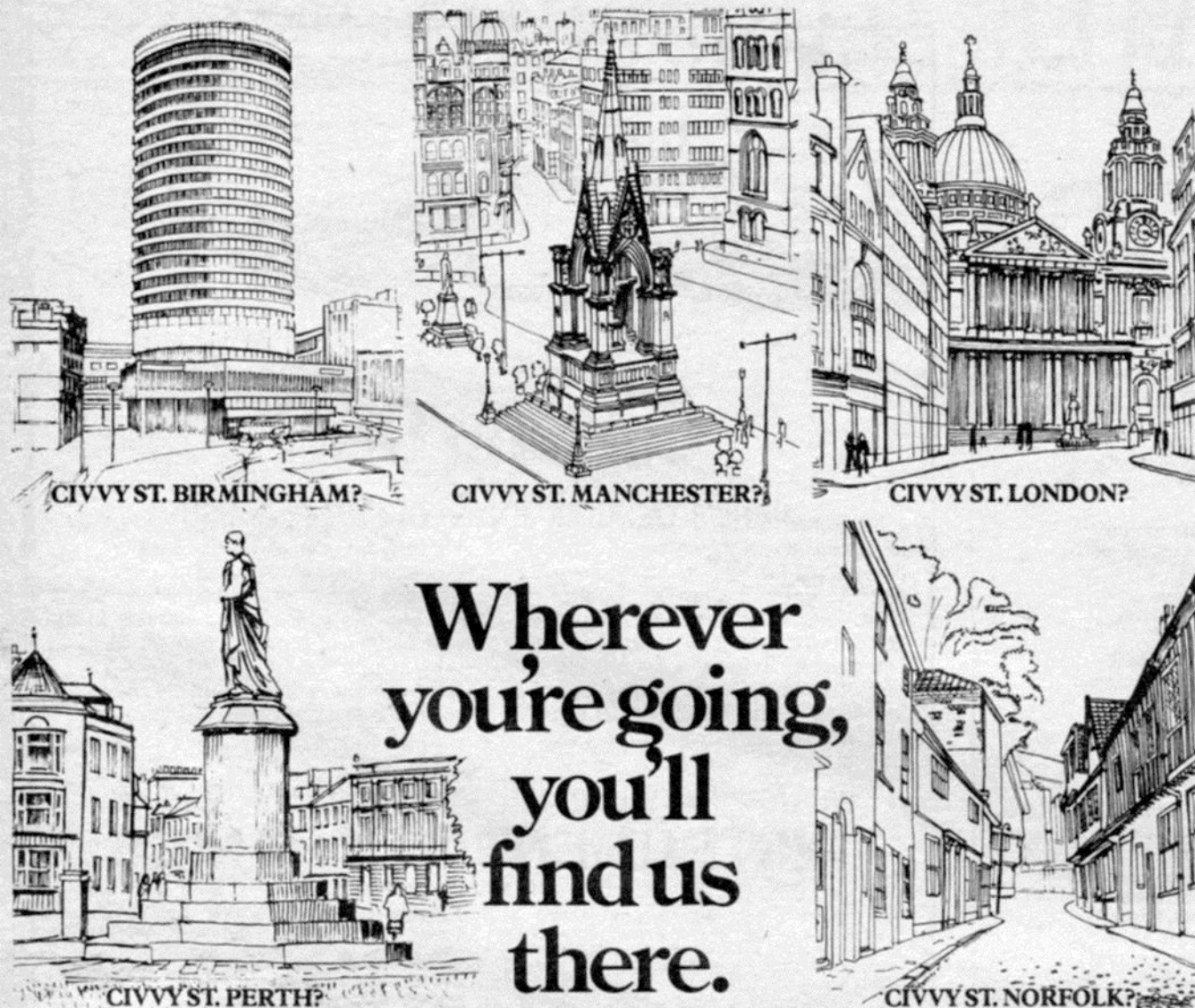
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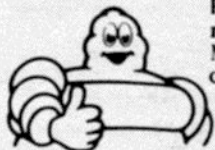
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Applicants, male or female, should be in the age range 25 - 30, well experienced in P.E. instruction, with preferably some specialist courses in other outdoor activities.

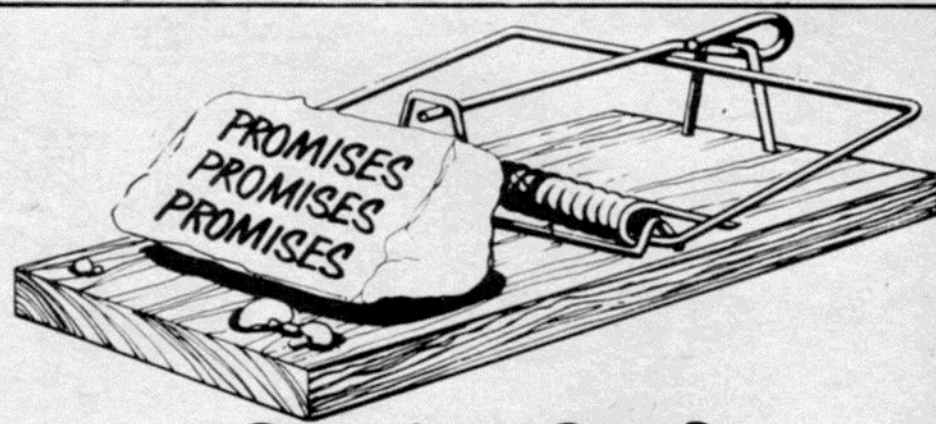
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SPORT

SHOOTING

Seahawk on target for Sussex Cup

H.M.S. Seahawk upset the odds by beating H.M.S. Daedalus in the final of the Sussex Cup competition for Inter-Establishment smallbore pistol shooting.

WHEN WHAT WHERE

MAY

- 2 — Angling: Fourth RN/RM game championships (Sutton Bingham); Football: RN v RAF — NAAFI Jubilee Cup Tournament.
- 3-6 — Modern Pentathlon: RN/REME Pentathlon championships (Arboretum).
- 4 — Boxing: ABA finals (Wembley); Cricket: RN v Oxford University (Oxford).
- 5 — Athletics: RN long distance road race (Chichester).
- 5-6 — Fencing: AFA Junior foil competition (London).
- 5 — Football: Final FA County Youth Challenge Cup.
- 5-6 — Kayak: Canford Weir (Dorset).
- 5-6 — Kayak: Stratford Weir (Stratford).
- 6 — Cycling: 50 mile circuit race (Leeson-Solent); Rifle: City RC and Kent (Bisley).
- 9 — Athletics: RN v ULAC v Army v Cambridge University (Motspur Park).
- 12 — Cycling: 10 mile TT (Portsmouth).
- 12-13 — Golf: RN v Cornwall (Tehidy Park, Cornwall).
- 12-13 — Kayak: Easby Abbey (Yorkshire).
- 11-12 — Modern Pentathlon: RN Novices triathlon championships (Chatham).
- 13 — Cycling: 30 mile TT (Portsmouth).
- 14-18 — Fencing: RN Championships (HMS Nelson).
- 16 — Athletics: RN v Cardiff v St Lukes (Exeter).
- 18 — Fencing: WRNS Inter-Group and individual fencing championships (HMS Nelson).
- 19 — Cycling: 25 mile TT (Lyneham); Swimming: RN v Otter.
- 20 — Cycling: 100Km Road Race (Lyneham).
- 25 — Cricket: Under 25 v Chairman's XI (US Portsmouth).
- 26-27 — Kayak: Leny (Scotland).

Biathlon

PMC Pat Dunleavy (Haslar) won a senior biathlon championship held in H.M.S. Raleigh.

Soccer

H.M.S. Dryad S and S soccer team beat CINNAVHOM's staff in the Portsmouth Area S and S Knock-out Cup final at Pitt Street, Portsmouth.

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Tennis set for change

It is a season of change on the R.N. Lawn Tennis Association committee, writes Nick Lorimer.

Vice-Admiral Sir James Eberle has succeeded Rear-Admiral Sir Antony Miers as president, and the new chairman of the RNLTA is Capt. Ray Parsons, who has also accepted nomination as the Navy's member of the National Lawn Tennis Council.

The new secretary is Cdr. Alan Spruce, who is also the coaching manager. Last year's team captain, Lieut.-Cdr. Phil Pool, is not available this season, and his successor has still to be named.

● An R.N. Women's team finished third in an Inter-Services B championship on indoor courts at Aldershot.

JUBILEE BOWL

In the Inter-Command contest, Portsmouth were second to Air, with Plymouth and Scotland third. The individual prize, the NSRA Diamond Jubilee Bowl, was won by Lieut. Brian Witts (H.M.S. Excellent).

CPO D. Symington (H.M.S. Heron) won the pistol championship by beating CPO Mick Reed (Heron), who has won this title every year for the last five years.

NO CHANGE

There was no change in the rifle results, with LAM J. A. McDermott (Heron) scoring 499 out of 500 to win for the second year from CPO Mick Restall (FMG Portsmouth).

H.M.S. Cochrane have reached the final of the Inter-Establishment rifle competition for the first time. They meet H.M.S. Collingwood, who will be contesting this final for the seventh consecutive year.

WRNS WIN

The WRNS retained the Jubilee Trophy by beating the WRNR in their annual .22 rifle match. Top scorer was Wren Sally Newell (Southwick Division WRNR), who scored 197 out of 200.

LWren G. Adamson of H.M.S. Centurion (ex-CTC Lympstone) has won the Peglar Smith Memorial Trophy with the highest score since the competition started in 1961. She scored 195 out of 200.

And the Rifleman Wren Trophy, awarded for contribution to .22 shooting in the Service, has

been presented to Wren Elizabeth Copey at the Clyde Submarine Base.

Daedalus wins Olympiad cock



Wren Janice Turley, the only WRNS competitor, receives the Portsmouth area Olympiad trophy on behalf of the H.M.S. Daedalus team from Mrs. Bastick, wife of the Captain of H.M.S. Daedalus, Capt. A. J. Bastick.

The "Olympiad," for Part Two trainees in the Portsmouth area, was held in H.M.S. Dryad and contested by teams from Mercury, Collingwood, Dolphin, Sultan, Vernon, Haslar and Dryad.

Sports included cross-country, hockey, soccer, rugby, table tennis, swimming and rifle shooting.

Daedalus won five of the eight events, Collingwood won the swimming and table tennis, and Dryad took the rugby honours.

Picture: LA(Phot) Roger Ryan.

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SPORT

Terry's back at Wembley

MNE Terry Marsh is back at Wembley for a crack at his second consecutive A.B.A. title.

Last year the classical young Marine from 41 Commando won the national lightweight title, but this year he has moved up to light-welterweight.

He made sure of his second Wembley appearance by out-pointing Scottish champion John McAlister in the British semi-finals at Manchester.

The rest of the Navy's A.B.A. contenders fell away during the Combined Services v. Western Counties England quarter-finals at Salisbury.

Marsh made sure of his continued progress with a marvellous

BOXING

performance that earned him the evening's best boxer award.

But for the Navy's other champions there was only bewilderment and anger.

The anger was over the decision that cheated AB Cliff Storey (H.M.S. Antrim) out of an emphatically deserved win over England flyweight Bobby Jones.

Storey, bravely battling against the weakening effects of 'flu, worried the more talented Jones right out of his stride, then listened in disbelief as the judges gave their verdict to the West Countryman.

MAJORITY

NAM Steve Willis (H.M.S. Daedalus) never approached the brilliant form that put out England middleweight Delroy Parkes, and lost a majority decision, as did AB Tom Taylor of H.M.S. Vernon.

Taylor, certainly, seemed to have done just enough to win his bout, and on another night Willis, too, might have been declared the winner of a very even contest.

Coarse angling

A coarse angling festival has been arranged by the R.N. and R.M. Angling Association at College Reservoir, Falmouth, on June 6. A month later, on July 4, the seventh Royal Navy championships will be fished on the Thames at Buscot, and on October 10 the Inter-Services will be fished at Radcot, also on the Thames.

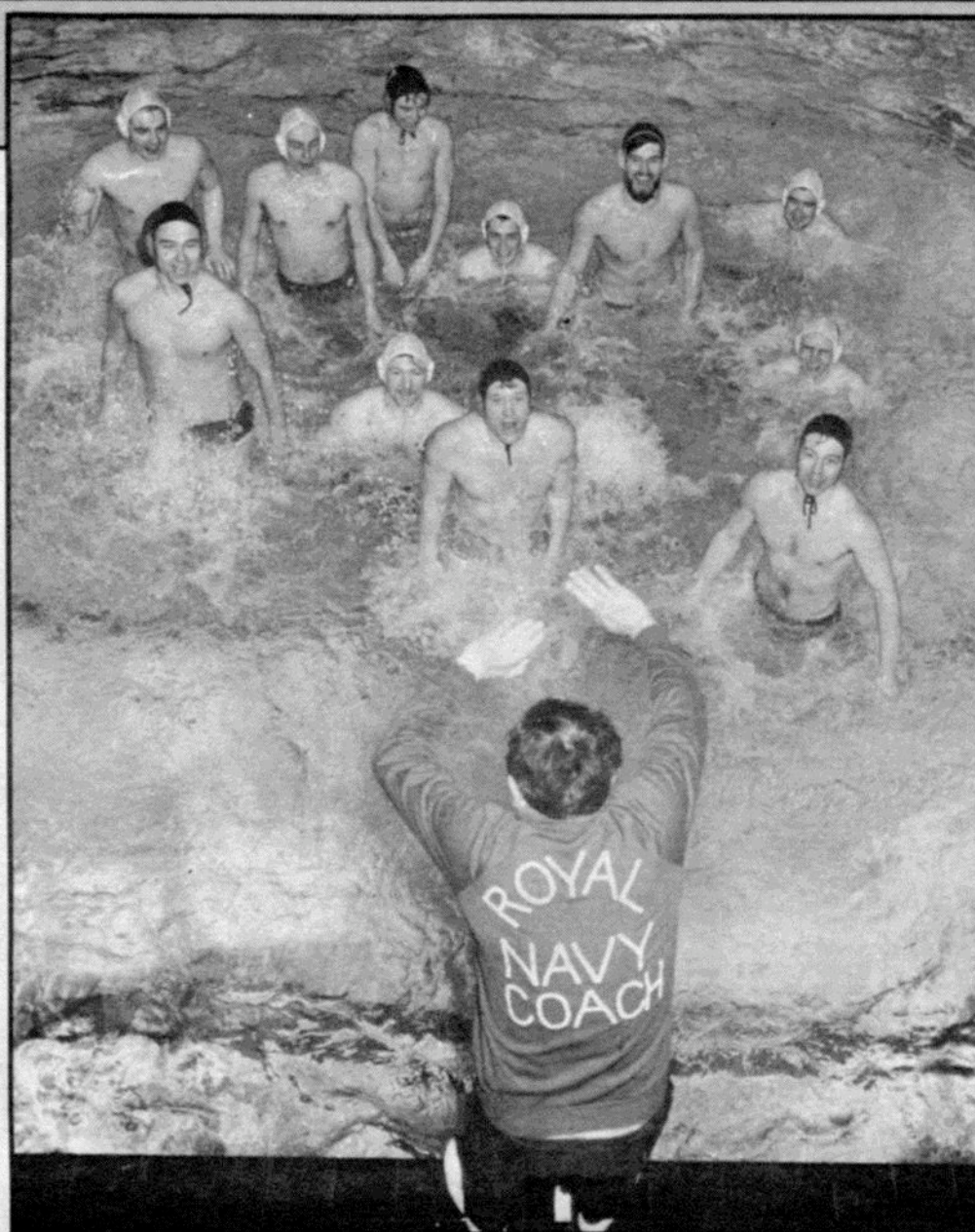
Details of these and the inter-ship and establishment matches taking place in the Portsmouth area, can be obtained from CCEMN Peter Mawby (Portsmouth Dockyard 41727).

CRICKET

captain, former Somerset trialist Capt. Rob Fulton, R.M., who is at present serving with the Army at Blandford.

DEMANDING

Last year's skipper, Lieut.-Cdr. Ken Langley, said at the annual meeting of the R.N.C.C. that the time had come for many Navy players to decide whether regular



The Navy water polo squad has something to smile about after winning the international Willie Mellors tournament in Scotland. Lieut. Dave Auton (coach) "conducts" the proceedings from the poolside. In the water are (back row, left to right) REA3 P. Walter,

LPT P. Boswell, LPT M. Flaherty, REA3 M. Gaines, POAF Tiny Marshall, and OEA/A A. Bladon; (centre, right) STD R. O'Brien; (front, from left) Lieut. I. Vosper, Cpl. K. Sturgess, CPO N. Folley and Sgt. B. Shepherd. Missing from the picture is Mid. Dave Edwards.

Water polo's big splash!

The Royal Navy achieved a major success in one of the few sports at which it can compete at international level when, for the first time, it won the Willie Mellors international water polo tournament in H.M.S. Caledonia.

Water polo coach Lieut. Dave Auton (H.M.S. Dolphin) spent a week preparing his squad in Caledonia, during which time they beat some of the best sides in Scotland.

Strengthened by the arrival of Great Britain Under-20 player Mid. David Edwards (Birmingham University) on the day of the tournament, the Navy produced a superb team effort to defeat Ulster 7-3, Scotland 6-4 and the Army 10-4.

The Scots have won the tournament for the last three years, and they provided tremendous opposition for the Navy. Scotland took an early lead, but were pegged back by excellent shooting by skipper Sgt. Barry Shepherd and Cpl Keith Sturgess (both 3BDE Air Sqn. R.M.) and Mid Edwards, and some outstanding defence by goalkeeper POAF Tiny Marshall and CPO Nigel Folley.

Not surprisingly, Lieut. Auton was over the moon with his team, which is shaping up well for the coming season. The Willie Mellors tournament is the second most important event in the Navy water polo calendar, after the Inter-Services.

Golfers nearly upset Dorset

The first match of the 1979 season saw the Navy golfers come close to their first win over the Dorset county side since 1973, writes John Weekes.

Weymouth golf course was understandably muddy after excessive rain but the Navy players coped well with difficult conditions and only lost by the narrow margin of 8½ games to 6½.

How close it was can be seen by the fact that out of the 15 games played, 11 went to the 18th green. Of these the Navy won four, halved three and lost four; a couple less three putts by the Navy (even the Navy champion, Malcolm Edmunds, had some of these) and defeat could have been turned into victory.

EXCELLENT

Some excellent performances were put up by a number of the Navy golfers. Sub-Lieut. Nick Gasson, now on courses at H.M.S. Dryad, and LRO Nobby Stiles, from FO Plymouth's Staff, both achieved maximum points, while their more elderly team-mates, Lieut.-Cdr. Alec Wallace (Vernon) and Paul Du Vivier (MOD DNOAX) won their foursomes and both halved their singles.

Paul did his usual long driving act at the 257 yard 14th, hitting the green full toss, while Alec maintained his reputation for accuracy by chipping in from off the green yet again.

DID WELL

Lieuts. Jim Grieve and Roger Hockey both did well in their respective foursomes and Lieut.-Cdr. Richard Moore birdied the last hole to get a good half in the singles after being dormy two down.

Perhaps the most promising aspect of the result was that the Navy were leading after the morning foursomes by three games to two.

In case any serving single figure golfers have missed the recent DCI announcement, the RN Open golf championship and Inter-Command stroke play is being held at Yelverton Golf Club on June 18-20. Entries should be through your Command Golf Secretaries or direct to me — Lieut.-Cdr. A. N. H. Weekes, ASWE (Rm. 667, Bl. 5, ND11), Portsmouth, Hants PO6 4AA — and must be in by May 25.

Netball

The WRNS hosted the 1979 Women's Inter-Service netball championship in H.M.S. Nelson last month, and put up a very creditable performance on home territory. Narrowly beaten 44-42 by the WRAC, the WRNS then lost 34-29 to the WRAF. By drawing their game 22-22, the WRAF and WRAC shared the title.

Cross-country

Cpl Chris Hazelwood (CTCTM), the Navy cross-country champion, finished 21st for Combined Services in their match against the English Cross-Country Union and British Universities at Blackdown.

Chess

New R.N. chess champion is Lieut.-Cdr. H. Farmer who came second to Mr. A. Brameld in the 1979 R.N. Chess championship at H.M.S. Heron. Mr. Brameld won with six points from seven. Lieut.-Cdr. Farmer had 5½.

Navy looks to younger blood to revive fortunes

Having come rock bottom in last year's Inter-Service cricket tournament, the Navy is intent on injecting some young blood into this season's team, writes Derek Oakley.

Those who saw the Navy lose to both Army and R.A.F. last summer, have come to the conclusion that a side whose average age is well over 30 cannot compete in the field with players many years younger.

The Navy will also have a new

Navy-level cricket was too demanding. The final side would need a balance of youth and experience, but all must be mentally and physically capable of giving their best.

Three of last year's young players have been selected for the Navy's first match of the season, against Oxford University on May 4. They are former Under-25 skipper and batsman MEA Bruce Franklin (R.M. Poole), and two opening bowlers, SA Robert Jackson (H.M.S. Galatea) and

REM Richard Allatt (H.M.S. Birmingham).

An Under-25 trial week-end at the U.S. Portsmouth ground in early May will give 40 youngsters a chance to make their mark. The trial will be conducted by five veteran Navy cricketers, led by Lieut.-Cdr. John Dunt, John Lucas and Simon Newsom.

The Inter-Command festival takes place in June, and the Under-25 Inter-Service matches will be held at Chatham in mid-July.



Capt. Rob Fulton, the new Navy cricket captain. He learned his cricket at Eton and the University of East Anglia, and had several trials for Somerset 2nd XI before joining the Royal Marines in 1972. First capped for the Navy in 1975 as a middle order batsman, he now opens the innings.

SPORT

Champagne champions

Royal Navy hockey teams produced a championship double at the Inter-Service tournaments at Aldershot. Champagne flowed after the WRNS had retained their title for a remarkable fourth successive year, and the Navy Under-19 team also retained their championship to make it two in a row.

The WRNS retained their Women's Inter-Service hockey title with two tremendous performances.

In the first game of the tournament, the Navy girls beat the WRAF 2-0, with CWren Deidre Watkinson (H.M.S. Nelson) scoring from a hand-stopped corner, and LWren Ethel McMahon (H.M.S. Neptune) cleverly converting a penalty stroke.

The WRAC team raised their game to test the Wrens severely in the championship decider, but the WRNS defended strongly and scored two vital goals early in the second half.

BOTH GOALS

CWren Jane Walsh (H.M.S. Centurion) scored both goals within ten minutes, but the Wrens conceded one goal to keep the tension at a high pitch.

Jane Walsh also scored both goals for Combined Services in their 2-0 victory over West Under-23 at Cheltenham. Other members of the WRNS to be selected for the Combined Services were goalkeeper POWren Lyn Aves (H.M.S. Collingwood), LWren Vicki Campbell (H.M.S. Heron), Second Officer Pat Nicholl (H.M.S. Pembroke), and CWren Watkinson.

Marine is table tennis champion

The Navy's new table tennis champion is MNE Alexander from R.M. Poole. He beat the titleholder, Lieut. Ward (H.M.S. Collingwood) in the final of the singles competition at the end of the two-day event in Collingwood.

Portsmouth won the Inter-Command competition for the first time, and CPO Brown (H.M.S. Heron) took the veteran singles title. The open doubles was won by REM Reilly (H.M.S. Inskip) and Sub-Lieut. Strutt (H.M.S. Norfolk), and EM(A) Bailey (H.M.S. Heron) beat MEM Adamson (H.M.S. Drake) to take the junior singles title.

U-21s make it a hockey double

Champagne celebrations were the order of the day when the Navy's Under-21 hockey team retained their Inter-Services championship.

A brilliant hat-trick by England U-21 squad man AEA/A Alyn Lamb (H.M.S. Collingwood) settled the deciding encounter between the Navy and a strong young R.A.F. side. His goals made it 3-2 after the R.A.F. had taken an early lead then come back to level at 2-2 in a fiercely fought contest.

Earlier in the tournament, both sides had beaten the Army. The Navy's 3-1 win was set up with goals from AA3 Ian Fraser (H.M.S. Heron), AB Martin Elliott (H.M.S. Amazon) and AB Sharky Ward (H.M.S. Temeraire).

COMBINED SERVICES

Five of the Navy side were selected for Combined Services U-21 duty at the national trials at Nottingham, Mid Nigel Allrey, OEA/A John Rice, AB(R) Lloyd Hammond, Alyn Lamb and Sub-Lieut. Iain Gibson, and Martin Elliott and Sharky Ward were called up from the reserves.



Line-out action for the Navy Under-19s (dark jerseys) on their way to beating the Army at Twickenham. From the front are MEM2 King, OS Booth (No. 3), OS Bowles, SA Jackson, OEM2 Boswell and ART App Mark Sheldon.

Picture: Sport and General Press Agency.



Navy Under-21 hockey skipper Sub-Lieut. Nigel Allfrey (City University) is chaired by team mate REM David Sherfield (FMG Chatham) as the side celebrates its Inter-Services triumph at Aldershot. AA3 Ian Fraser (No. 15, H.M.S. Heron) pours the bubbly into the Under-21 trophy, held aloft by EA(A) App Mel Saul (sweatband, H.M.S. Heron), Sub-Lieut. Iain Gibson (Birmingham University) and (right) AB Sharky Ward (H.M.S. Temeraire). On the left is App Richard Newport (H.M.S. Figgard).

Picture: Soldier Magazine.

Squash team to tour Hong Kong

Six top players fly to Hong Kong on May 14 for the first major overseas squash tour undertaken by the Royal Navy.

In the last 18 months, the Army, R.A.F. and Combined Services have all visited Hong Kong, and the Navy's visit has been arranged to coincide with the official opening of the new H.M.S. Tamar sports complex which includes three squash courts.

THE TEAM

The team is Lieut.-Cdr. Robin Bawtree (captain, Staff of FOSM), MECH1 Frank Smith (H.M.S. Birmingham), MECH1 Geoff Huggins (H.M.S. Daedalus), Sub-Lieut. Irvine Pratley (H.M.S. Fearless), Lieut.-Cdr. Colin O'Keeffe (Staff of C-on-C Fleet) and Lieut. Alec Johnstone (RNEC Manadon).

Notable successes by Navy players in recent weeks have included two club championships. Geoff Huggins beat Irvine Pratley 3-0 in an all-Navy final at the Lee-on-Solent Club championships, and Colin O'Keeffe won the Portsmouth Club event after being 0-2 down in the final.

U-19s power to second rugby title

Unlike the seniors, there was no gloom in the Navy Under-19 rugby camp as they retained their Inter-Services championship with clear victories over the Army and R.A.F. at Twickenham.

After gifting the Army six points in the first three minutes,

the Navy turned 9-3 down then fought back to win the new Stewart Wrightson trophy by 14 points to nine.

Navy scorers were acting captain EM(A)2 Bob Henderson with two penalties, MNE Garbutt (CTCRM) with a solo try, and a push-over try by the Navy pack.

The R.A.F. also scored first against the Navy, but were then rocked by tries from MEM2 Jason King (H.M.S. Bacchante), OEM2 Jock Boswell (H.M.S. Bulwark) and OS Ivan Torpey (H.M.S. Dryad).

SUCCESSFUL

The championship rounded off a very successful season for the U-19 squad during which they won nine out of 15 fixtures and had two players selected for the England U-19 XV.

REM2 Ray Barnes (H.M.S. Rhyll) played for England against France in Paris and against Wales U-19 at Hull. MNE Garry Cuthell (42 CDO) was on the substitutes' bench for the French game, and played against Wales.

TWICKENHAM GLOOM

RUGBY

After narrow defeats by the Civil Service (6-16) and Harlequins (13-20) in the last ten days of March, there remained a flicker of hope that, by beating the R.A.F. at Twickenham on April 7, the Navy could retain their share of Inter-Service honours with a repeat of the 1978 triple tie, writes Mike Vernon.

Alas, the flicker was comprehensively extinguished and the R.A.F. emerged worthy winners by 23 points to six, thus achieving their first outright Inter-Service championship win since 1962.

HEAD KICK

It seemed that, despite losing Clive Richards with a kick on the head after 20

minutes, the Navy might still be in with a chance when the R.A.F., with a strong wind behind them, led only 10-3 at half-time. This might even have been less, had the Navy not elected to find touch from in-goal instead of touching down safely, and also not stood offside under the posts at a set scrum, which virtually presented the R.A.F. with six points.

Their other points came from a good blind-side try by their left wing against a penalty goal from Dai Thomas.

The latter, however, having suffered a rib cartilage injury from a late tackle, had to come off as well, both Navy

replacements Paul Cooper and Frankie Howard being now on the field to win first caps.

The Navy battled bravely but, with no possession to speak of, could make little impression and the R.A.F. pulled away with a penalty goal and further tries from each wing three-quarter, one of which was converted, after a penalty goal from skipper Paul Lea early in the second half had narrowed the gap to 10-6.

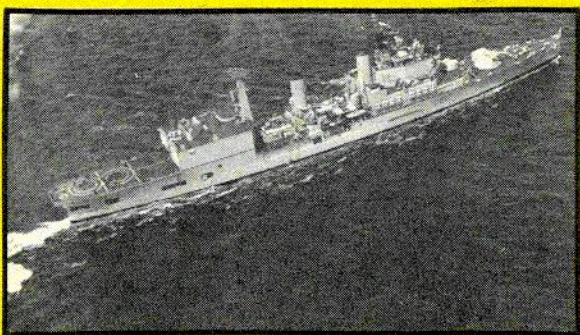
SAD END

It was a sad end to a season of atrocious weather and little luck or continuity, particularly for John Ackerman who had finally wrested the record number of caps from Glyn Thomas and for David Hambrook, again threatening retirement after

only a couple of caps less. But there can be no complaint about the justice of either the result against the R.A.F. or the Army.

The R.A.F. have always had talent, but have at times over the years seemed to lack motivation. On this occasion, though, they put both together and played entertaining as well as effective rugby.

So the curtain comes down on the 70s in which the Navy were outright winners four times — in 1970, 1973, 1974 and 1977 — and shared the honours in 1971, 1975 and 1978, with the Army winning twice in 1972 and 1976 and now the R.A.F. horning in in 1979. May the 80s be equally, if not more, productive. In the meantime, Kermit will have to bask in the reflected glory of the victorious Navy Under-19 team, outright winners again in 1979.



H.M.S. Tiger ... going into Reserve

Tiger stands down

The helicopter cruiser H.M.S. Tiger, laid down nearly 40 years ago and for the last year maintained in preservation by operation, is now to get the dry air treatment as she goes into Reserve.

Since returning in early 1978 from a deployment to the Far East, the Tiger — which has had only 13 active years

during her long career — has been tended in her present state by a ship's company of about 150, mainly ME and WE senior and junior rates.

Following her decommissioning ceremony on May 4, this number will progressively be reduced to fewer than 30, releasing a substantial number for Fleet manning.

Equipment has been installed on deck as the ship goes into what is known as MDH (massive dehumidification), involving circulation of dry air throughout working spaces and messdecks. This will reduce relative humidity to about 50 per cent. and inhibit corrosion.

The Tiger, which has been commanded by Cdr. M. B. Thomas, is to remain at Portsmouth in a non-tidal berth.

Centurion to stay — with new 'brain'

With the official news that H.M.S. Centurion is not, after all, to move from Gosport to Glasgow, construction will go ahead this year on buildings to house a new-generation computer to play an increasingly important role in providing services to the Fleet.

The "stay put" news makes options easier and assures a settled future for personnel being drafted to the establishment, civilians considering a job there and everyone interested in entering the Service's computer world.

Inevitably, a move by the Navy's No. 1 computer establishment — responsible for drafting, pay, manpower information and personnel records—would have caused severe disruption.

At Gosport it will remain directly accessible to the greatest number of ships and establishments, allowing close contact with the Fleet at all levels and the many services provided to continue unrestricted.

Work is now going ahead with renewed

Upheaval

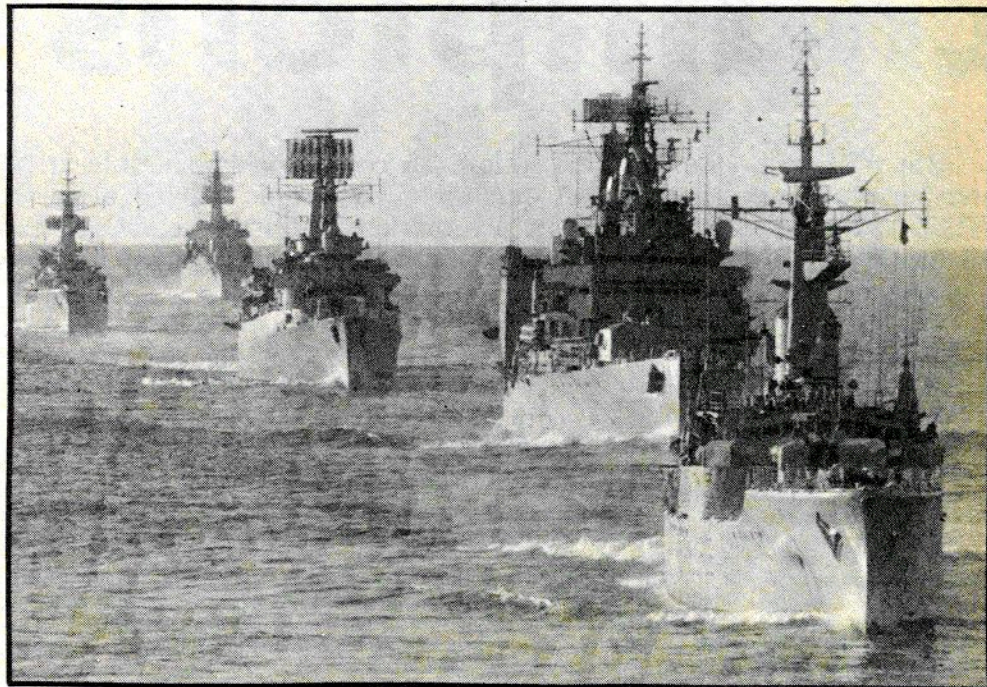
Aim of the proposed move was to help alleviate unemployment in Scotland. Against this was the massive upheaval which would have ensued if the purpose-built establishment — less than ten years old and employing a total of about 1,000 Service and civilian personnel — had been uprooted.

Work is now going ahead with renewed

vigour on projects for computer development, improved systems and replacement of the present ICL 1904A computer. The new machine is planned for the early 1980s.

Although the present computer has been up-dated, the new generation computer — from the ICL 2900 series — will be more powerful and will greatly increase the efficiency and capabilities of the present system.

It will also pave the way to the next generation of computer systems which will facilitate the better management of manpower and give enhanced and wider services.



On target

Line astern and with guns trained, a Royal Navy group steams through the North Sea on Exercise Eastaxe. They are (from foreground) H.M. ships Brighton, Blake, Fife, Bacchante, and Bristol, with the picture being taken by LA(Phot) Keith Sturge from H.M.S. Intrepid. All the ships were on work-up at Portland.

Spreading the good news . . .

An impressive operation by C-in-C Fleet's typists, technical illustrators, printers, despatchers and drivers at the Northwood headquarters meant that many pay offices had full details of the Service pay award just 40 hours after the announcement.

A thousand copies of the new pay rates and 2,000 copies of the Second Sea Lord's Department's explanatory notes were printed and collated. Then, together with the AFPRB report, they were enveloped and despatched.

560-MILE TRIP

A submarine staff officer, Lieut. Clive Stevens, boarded a British Airways Shuttle for Scotland with two sackloads; POWTR Charlie Brien took copies to Gosport and Portsmouth; the C-in-C's personal orderly (Corporal Duncan Regler, R.M.) set off for MOD and Chatham; and PO Dave Rawlings, the Captain of the Fleet's PA, started on a 560-mile round trip to Yeovilton, H.M.S. Royal Arthur, Plymouth and Portland.

SHIPS AT SEA

Many ships in home ports and most establishments had their copies of the report by 8.30 on the Thursday morning following the Tuesday afternoon announcement. Ships at sea and establishments abroad have had to wait for the more conventional BFPO Ships system, and a few more isolated U.K. establishments have received their copies through the normal GPO routes.

OTHER PAY POINTS

What happened to X factor?

The X factor, a regular talking point over recent years, comes in for special mention in the latest AFPRB report, which says that in effect it is not being paid at present because the military salary is depressed below the levels justified on the normal basis of assessment.

"In our view, it is the inadequacy of the military salary as a whole that is the underlying cause of the growing discontent

over relatively minor conditions of service which we have noted. The first priority must be to bring the military salary up to date as early as possible, ensuring that the X factor once again becomes a reality.

"In the meantime the Ministry of Defence have proposed a substantial increase in the X factor across the board on the grounds that the elements that make up the justification for it have shifted to the disadvantage of the Services.

"At this stage we do not feel that the arguments are sufficiently documented for us to be able to reach a firm conclusion, although we recognize that the balance may well have changed adversely for some individuals."

The Review Body said they had begun an examination of the problem, but were waiting fuller evidence in the coming year. "A judgment on the effectiveness of the X factor can be made more readily when military salaries are once again fully up to date."

BACK ON COURSE

(Continued from Page One)

confidence in the Government's commitment to bring their pay fully up to date by April 1 1980 in relation to earnings levels in jobs of equivalent skills and responsibilities in civil life.

"But this alone will not be enough; there must be an assurance too that pay will be kept up to date in later years."

Deferment for a further year of the introduction of fully up-to-date military salaries would mean that Service personnel would continue to be paid less than was justified now by the difference between the net cost figure of £433.7 million (to update fully at April 1979) and the "second stage" cost of £322.2 million.

The report also said, "Senior officers have expressed to us in forthright terms their concern about the present state of manning in the armed forces, and their conviction that improvement in the rate of retention of skilled and experienced officers and servicemen is of paramount importance if the Services are to maintain their operational capability.

"The losses remain serious; the replacement of skill and experience is a long and costly process, even on the assumption that instructors of the right quality will continue to be available. Inevitably, it will involve a loss of quality in the intervening years which cannot but affect morale and standards of effectiveness.

FUTURE

"Against this background, the Government may decide to consider whether the restoration of fully up-to-date military salaries should still be deferred for a further year. The shortfall that will remain after implementation of the second stage pay structure is substantial, but it represents no more than the cost on average, of training replacements for 140 or so pilots in the R.A.F.

"Should any improvement be found possible beyond the commitment, we consider that it should take the form of

advancing the date on which full up-to-date pay is restored.

"Looking to the future, we are in no doubt that Servicemen are entitled to expect that, during the period of service for which they enlist, their earnings and conditions of service will continue to reflect what they could earn outside.

"This means that the restrictions inherent in employment in the Services — like the minimum period of service required and the standard minimum period of notice of 18 months — must be taken into account. Only if Servicemen are assured that it is the intention to keep pay up to date can recruitment and retention return to and be maintained at satisfactory levels."

In noting the AFPRB's concluding comments, the Government said, these raised wider issues which required new policy decisions and the Government would consider these after the Election.

New rates

(Continued from Page One)

years), £14,274 (23.6). Commander (after four years), £10,790 (25.7). Lieutenant-Commander (after four years), £8,685 (26.3). Lieutenant (after three years), £6,899 (24.3). Sub-Lieutenant and Lieutenant (SD), £7,152-£8,440 (28.9-27.2).

In the case of most officers and ratings the awards leave pay about six or seven per cent. below what is considered the fully comparable rate for 1979, but for a sub-lieutenant on promotion this figure is only about three per cent. and in the case of lieutenant after three years about five per cent.

The rates of Submarine Pay, Diving Pay, Dip Money, SETT Instructors' Pay, Flying Pay, Hydrographic Pay, and Parachute and Parachute Instructors' Pay have been increased by about 14 per cent. to maintain the relationship with fully comparable rates of pay established in the April 1978 pay award.

The rate of Northern Ireland additional pay has been increased from £1 to £1.10 a day.

FOOD RISE

The daily rate of food charge is increased by 8p to £1.20 a day from May 1.

The Review Body is continuing its examination of the basis of accommodation charges. In the meantime, these will continue to be held at present levels.

The full rates of pay set out by the AFPRB as appropriate for April 1, 1979 will be used as the basis for the pensions of those retiring on or after April 1 this year.

The new pay rates include Royal Marines, WRNS and QARNNS, but do not cover Officers of Flag Rank or Medical and Dental officers, whose pay is dealt with separately.